

1. TIMATION

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LIMITED
WINE AND SPIRIT MERCHANTS.

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Per doz. Per bot.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$12.00	\$1.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50	1.20
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A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

[31]

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should be addressed to the Editor.
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dress with communications addressed to the Editor
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BIRTH.

On the 18th June, at No. 56, Balfour Road,
Singapore, the wife of A. B. GOODENOUGH, of a
son.

DEATHS.

On the 10th June, at Suchien, HANFORD DU
ROSE, son of the Rev. and Mrs. W. F. JENKIN,
aged 13 mo. the

On the 13th June, at Penik Estate, Province
Wellesley, F.M.S. FRANCIS PULFORD, J.F., second
son of the late Rev. John PULFORD, D.D., of
Edinburgh, aged 5 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th June 1903.

The city of Bombay is, in a way, to be
regarded as the headquarters of the anti-
plague campaign, for no other place has
been responsible for so many suggestions or
has tried so many ways for fighting the
disease. The Indian mail brings us
yet another scheme, this time emanating
from Dr. J. A. TURNER, Health Officer for
Bombay. Dr. TURNER is an earnest sup-
porter of the segregation theory, and holds
that the only really valuable method we
have of checking the spread of plague is by
removing the infected to hospital or
thoroughly isolating them and the contacts
to an uninfected locality and preventing
any communication with infected areas.
In no case where this has been thoroughly
done, he says, has plague continued to
spread. He continues: "If we could
remove 300,000 people from infected
houses in Bombay for six months, isolate
cases as they occur, keep the vacated
houses empty, thoroughly disinfect them,
demolish the insanitary quarters, prevent
immigration from infected areas, plague
would be under control and soon dis-
appear. On a small scale this is what we
are doing now, and the results show that
plague does not spread among people
who leave infected areas for uninfected
camps unless introduced from without." In
his description of the situation in Bom-
bay Dr. TURNER presents a state of affairs

which can easily be paralleled here in
Hongkong. He points out that the com-
mercial prosperity and the facilities for the
working class being close to their work
have to be considered; their wages being
low, the cost of food not decreasing, and
rents rising, it is impossible to expect those
people to willingly go away from their
work; unless there is some compensating
condition. In fact, it is the overcrowding
difficulty which in Bombay, as in Hong-
kong, fosters the spread of plague, and
the preventive measures adopted in both
cities do not deal to any appreciable
extent with this difficulty. Dr. TURNER
has a bold plan, which he puts forward
in his report to the Bombay Standing
Committee. This is nothing less than
a suggestion to provide accommodation for
six months or more in Back Bay, Bombay,
on floating houses or piers where the people
could go backwards and forwards to work,
where each and every person could be
under supervision, every case of sickness
reported and every death verified, where
they would get fresh air and sunlight, and
water for washing free. He proposes, in
fact, to transform 300,000 poor inhabitants
of Bombay into a temporary host popula-
tion. This, he says, may appear a large
undertaking, but apart from the money
difficulty it is perfectly feasible. It is only
the working class who have to be provided
for, and the houses they vacate are for the
most part of such a character as should be
condemned. The suggestion is interesting,
and we wonder that a similar scheme has
never, as far as we know, been mooted in
Hongkong. With a large host population
already existing here, which is little attacked
by plague, it might have been expected that
the idea would occur to someone's mind.
Unfortunately, however, we must recognise
that the obstacles are tremendous. The Times
of India, a steadfast opponent of "heroic"
plague measures in Bombay, commenting on
Dr. TURNER's proposal, says: "If there were
no practical obstacles to the scheme, the
financial difficulties are insuperable. Even
were the money forthcoming, the lakhs
spent on the floating town would have no
more permanent effect upon the conditions
of life in Bombay than the enormous sums
already spent upon preventive measures." We
fear that the same remarks might be
applied to Hongkong. And there is the
initial difficulty here of the existence of so
large a host population already that we
should be hard-pressed to find sufficient
accommodation on the water for a displaced
crowd of Chinese from the island. We
would suggest, however, to the authorities
that in cases where a whole row of Chinese
houses has to be closed up the experiment
might be tried of housing the displaced
inhabitants temporarily on the water instead
of somewhere on the island. It is not to be
supposed that the expense would be prohibi-
tive, while the relief from congestion of
population on land would be appreciable,
at least, if small. It has long been obvious
that, if we have to get rid of some of the
most insanitary tenements in the Colony,
we must speedily find localities not too far
removed from the business quarter wherein
the turned-out inhabitants may find shelter.
If it be possible to utilise any of the waters
surrounding the Colony, there is something
gained.

A promenade concert will be held on the
Volunteer Parade Ground on Saturday, 11th
proximo.

On p. 9 to-day will be found Sir Thomas
Jackson's evidence, given by to the Straits
Currency Committee on the 5th November
last.

The Rifle Association competition to-day
will be for short range cup and spoons, com-
mencing at 3 p.m.; ranges, 200, 500 and 600
yards.

The plague epidemic seems practically at an
end now for another year. Only three cases, all
Chinese and two fatal, were noted in yesterday's
return for the 24 hours ended at noon. One
body was dumped, and one case came from the
steamer *Anging Maru*. The total for the year
is 1,271 cases.

On the complaint of Inspector T. P. Conolly,
of the Sanitary Department, a "boy" was yester-
day cross-summoned for damages in a case in
which he had originally sent his master for
wages due. Mr. Conolly said that the boy was
insolent, that he failed to feed the dog that was
in the house, and that he had broken several
dollars' worth of crockery. Mr. Justice Wise
dismissed the case.

Reference has frequently been made to a
Russian Company which has acquired a con-
cession to exploit certain forests on the Yalu
river. The concession was granted by Corea in
1896, but the concessionaires have only recently
commenced work on a large scale apparently.
We learn that the Company, which is called
the Russian Forest Industry Co., has a capital
of three million roubles. Several thousands of
workmen are said to have been engaged in
in Manchuria for employment in the Yalu
forests, the Russian staff being mostly recruited
from the officials of the Eastern Chinese Rail-
way. The Company owns a few steamers and
is arranging, we understand, to open an agency
at Port Arthur.

To-morrow is the anniversary of the late
Queen Victoria's coronation in 1838.

A telegram to the Manila Cablenews says
that the Tsar of Russia narrowly escaped
assassination at Tserkoi Kelo on the 21st inst.

Forty-five years ago yesterday the Tientsin
treaty between Britain and China was signed.
The treaty between France and China was
signed next day, that is, forty-five years ago
to-day.

Despite efforts made by certain parties to
prevent it, the Government of French Indo-
China is continuing its subsidy of \$1,500 per
annum to the *Siam Free Press*. The attitude
of the journal thus remains unchanged.

The Straits Echo complains that the appeals
in Penang from Magistrate's decisions are much
more frequent than in Hongkong, which is, in
common with the Straits Settlements, a Crown
colony. "Why should they be more frequent
here than in Hongkong?" the Echo asks.

The Straits Times suggests that Mr. E. A.
Watson, of the Kachau mines, must find life
really worth living. The other day he was
visited by a troop of wild elephants, and now
his compound is said to be invaded by a tiger
which evades all attempts instituted against it.

The Madras Municipality is experimenting
with petroleum as a means of laying dust in
the streets, the whole of North Beach Road, in
the mercantile portion of Madras, being
sprinkled with petroleum. It has effectively
laid the dust. The experiment might well be
made locally, in the dry season.

By permission of Major Radcliff and officers,
the band of the 33rd Burma Infantry will play
at the Hongkong Hotel to-night from 8 to 9.30.
The following is the programme:—
March: "Les Soldats qui Passent," Mario Costa
Overture: "Die Felsenkloster," Reissiger
Selection: "The Toreador," Moncton
Song: "The Maid of Malabar," Adams
Selection: "Les Cloches de Corneville," Phinquette
Waltz: "Amoureuse," Berger
Two-step: "Mumblin' Song," Thurman
God Save the King.

The Jockey Club of France has given an
adverse decision against Tad Sloan, and the
subject is the one topic of conversation in
sporting circles. Sloan galloped a mare, *Rose
of May*, on the private training course at
Chantilly. In view of the previous decisions
against Sloan it was necessary that he should
have first obtained permission from the Jockey
Club. This he failed to do and he became a
party to the misdemeanor of the trainer of the
mare in question, whom the Jockey Club fined
2,000 francs for using the ground at Chantilly
without authorization. As the result of the
decision arrived at by the Jockey Club, Sloan's
career as a jockey is concluded both in England
and France. The committee of the Jockey
Club have now warned Sloan out of the waiting-
room and the training ground of the Society.
By paying 20 francs he can simply walk on to
any municipal race-course, but that is all.

The organ of the Rumanian Jews, the
Buletin, calls attention in connection with the
Kishineff outrages to the campaign which is
being carried on in certain Rumanian newspapers
against the Jews and which closely resembles
the campaign in the local Press that resulted in
the lamentable events at Kishineff. In the
Yagor Tutovici a series of inflammatory articles
has culminated in the following outrageous
appeal to the passions of the Rumanian popu-
lance:—"The recent ritual murders committed
by Jews in Austria, Bohemia, Hungary, Ger-
many, and Russia must still be fresh in every-
one's mind. And how many children have dis-
appeared in our own country! How many
mutilated bodies have been found, while the
criminals have remained undiscovered! Who
are these criminals—these blood-thirsty mur-
ders on their prattling babies? They are the
60,000 [sic] fanatical Jews that infest our
land. These monsters are the slayers of our
Christian children. They are the criminals—
the Jews who have invaded our country like
locusts. . . . The time for peaceful and
legal restrictions is passing away. Let all
good Rumanians raise their heavy sticks and
kill these parasites of their country."

The following obituary notice appears in the
Teochow Echo of the 13th inst.:—"The
sudden death at New York from apoplexy of
William Graham was received by every one
with the deepest regret. William
Graham originally came out to the East in 1881
to join the firm of William L. Hunter. In 1889
he entered the firm of Messrs. Jardine, Matheson
& Co., and was in charge of their business here
until the beginning of this year, when he
resigned his position to proceed to New York
to open a branch there for Messrs. Dodwell &
Co., Ltd. His ever genial temperament and
kind nature endeared him to one and all of us,
and no more genial a popular man has resided
here. He was a warm supporter of every
branch of sport, and whenever opportunity
offered was to be seen on our Recreation
Ground or Race-course. He was also a pro-
minent member of the Gun Club, and until
recently a constant player at the Racquet
Court. He could count his friends, and they
were a host in number, all over China, and there
are few who visited this port who have not good
reason to remember the hospitality of the large-
hearted 'Bill' Graham. In business, his word
was his bond, and he was universally respected
both by foreigners and natives—in fact, we
cannot remember a death of any foreigner that
the Chinese have evinced such genuine sorrow
over. He married in 1895 the only daughter of
Mr. and Mrs. Robt. R. Westall, for whom
general sympathy is expressed in their sudden
and sad bereavement.

Comparatively little damage has so far
resulted from the heavy rains. A dangerous hole,
however, has been excavated in Kowloon City
Road at Hungnam, and, on the other side of the
harbour, part of the roof of the Metropole
Hotel fell in, fortunately without serious
consequences.

The Peking correspondent of the N.C. Daily
News telegraphed on the 26th inst.:—"Although
it has been stated that the railway from Peking
to Chang-chiaku (Kalgan) is to be built by
a Chinese syndicate with Chinese capital, it is
now understood that this syndicate is only a
Russian puppet."

The Emperor of Japan has conferred on
General Kuropatkin the Grand Cordon of the
Rising Sun, and on Generals Sollohot and
Wogack, the principal members of General
Kuropatkin's suite, the First Class of the
Rising Sun, and the First Class of the Sacred
Treasure, respectively.

L'Echo de China, taking for granted the story
about an agreement between Russia and Japan,
congratulates both countries, the former on
having gained her end so soon and Japan
on release from a tiresome situation. Our
contemporary seems to look for a natural death
new of the Anglo-Japanese Alliance, following
on the virtual acquisition of Corea by Japan!

A well-known racehorse, *Blunderer* by name,
has recently been imported by Mr. Abrams of
Singapore. This is said to be the finest
performer that has been imported to the Straits
for years. A bay gelding by *Mistake* from
Pianetile, and although an aged horse that has
done a deal of battling in the colonies, he is
expected to have an easy task so far as the
present lot of horses at Singapore is concerned.

After a trial lasting two-and-a-half days,
Robert Clarke, who was tried on two charges of
defaming F. W. Roberts, Executive Engineer
of the Burma Railways, in a letter which he had
sent to the Lieutenant-Governor, accusing
Mr. Roberts of having assaulted and murdered
a Shan girl in 1894, verdict was given on the
11th inst. The jury found the prisoner guilty
on the first charge by a majority of seven to
two, and he was sentenced to two years' rig-
orous imprisonment. On the second charge
he was found guilty by a majority of eight to
one, and was sentenced to two years' simple im-
prisonment, both sentences to run concurrently.
Clarke was formerly employed under Mr.
Roberts as a temporary subordinate.

POLICE COURT.

Friday, 26th June.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

GAMBLING CODES.

On Thursday night the police raided a gam-
bling den at 14, Cochrane Street and roped in
twenty prisoners, all of them cooks and most of
them in employment at the Park. It had been
arranged that the raid should take place earlier,
but when the posse of detectives turned in the
direction of Cochrane Street on the first occasion
a "runner" or watchman was seen to
make a dart in the direction of the gam-
bling house. Inspector Smith, who was in
charge, recognised that it was useless
going further, and took his men back to the
station. On Thursday night, however, the
gamblers were caught off their guard. In-
spector Smith, in uniform, ostensibly patrolled
in the vicinity of Cochrane Street the while
Sergeant Marston and a number of other police-
men stole round the back way and rushed the
house. The players were caught red-handed,
and marched to the station.

The keeper was fined \$150 and the others
\$3 each; the gambling paraphernalia were con-
fiscated.

SHARPERS.

Two Chinamen just down from Canton to see
what they could do in the way of reguery were
each sent to prison for one month, with hard
labour, for obtaining a quantity of crockery, etc.,
from a native store by false pretences. They
represented that they had been sent for the goods
by the proprietor of another shop who trades
with the complainant, but this story was found
to be false, and the defendants, who had
obtained possession of the ware, were arrested.
One escaped for a time, but the other, lacking
in that honour, which is said to exist amongst
thieves, revealed his probable whereabouts and
enabled the police to complete the capture.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

INFREQUENT BUILDING REGULATIONS.

Mr. H. E. Y. Haggard, Public Works
Department, presented Fook Choong, 40,
Stanley Street, for using broken and unsound
blue bricks in the construction of houses Nos.
34, 36, and 38, Temple Street, Yaumatei. Mr.
N. H. Davis, solicitor, appeared on behalf of
the defendant, who was convicted and fined \$100.

A Rangoon paper relates this incident,
which would hardly be very feasible with our
local currency:—"A novel and costly game of
darts was recently played in Rangoon be-
tween two private gentlemen, one of whom is a
very expert player. In place of the usual black
and white draughtsmen, the novice used ropes
and the champion sovereigns, the understanding
being that the draughtsmen captured on either
side during the game should be the prey of y
the captor, except that the first two sovereigns
captured should be returned to the loser after
the game was over. It was a very exciting
match but the champion won. He had only
four men taken and he recovered two of his
sovereigns for the purpose of crowning two
kings.

TELEGRAMS.

REUTER'S SERVICE.

THE SOMALILAND EXPEDITION.

LONDON, 24th June.

A number of educated men are with the
Mullah, including some interpreters formerly
employed by the British Navy; the enemy is
well acquainted with our methods and has a
regular intelligence system connected with
Jibuti and other ports. The Mullah's force
includes 1,500 riflemen and a mob of spearmen.
The British force will be about 6,000 of all
arms. Experts maintain that, owing to the
transport problem, a mere pouring of troops
into the country will only increase the diffi-
culty, and advocate the later South African
tactics of small light columns.

LATER.

General Manning telegraphs that he arrived
at Beledue on the 26th [sic. ? 21st], having left
an adequate garrison at Damot.

SERVIA.

LONDON, 24th June.

King Peter met with an enthusiastic
reception on his arrival at Belgrade and
attended Mass at the Cathedral. The Russian
and Austrian Ministers were at the station;
their demeanour was grave and nervous
throughout the ceremonies. The Premier
presented the leaders of the Government to
the King, including the chief conspirator
Machio, who was received in silence.

CORRESPONDENCE.

STILL UNCONQUERED SCOTLAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th June.

SIR,—I really must express the thanks which
I feel are due from me to the two Unspeaka-
ble ones from the North of the Tweed, the
anonymous they have afforded me by their
highly instructive and entertaining letters to
great and undoubtedly deserves acknowl-
edgment. I thank them most heartily.

As regards the absorption of Scotland by Eng-
land, or vice-versa, as "An Unspeakable Scot"
would seem to prefer it, I do not think there is
very much to be said. It is plainly obvious to
anybody who has any knowledge of history that
neither nation ever absorbed the other. The
accession of James VI of Scotland to the throne
of England in 1603 was an event rendered
inevitable by laws of succession and by the
dying declaration of Queen Elizabeth. The
following is quoted from Tyler's History of
Scotland (Vol. IV, page 314):—"King James
the Sixth was proclaimed heir and successor to
Elizabeth, both by proximity of blood, and, as
it was now positively added, by her own
appointment upon her deathbed."

In spite of the two nations being now under
one Sovereign, the national institutions of each
were still quite distinct and, as of old,
autonomous. So much was this the case that
in 1640 a Scottish army of 26,000 men invaded
Northern England and were so successful that
Charles I. concluded a truce with the Scots.
England and Scotland remained distinct nations
until the Union of May, 1707. As late even as
1732 the Scottish Parliament passed an Act,
which Queen Anne sanctioned to avoid war,
whereby they retained to themselves the option
of determining whether, after her demise, the
union of the crowns should continue. Even
since the Union, Scottish law has remained
distinct from the English even up to the
present day. The question of absorption is now
brought down to the year 1707. I will leave it
to the "unspeakable ones" and their opponents
to decide which nation absorbed the other,
merely remarking that the seat of Government
was now in London rather than Edinburgh.
Personally I should evade the question by
declaring that both nations were equally
absorbed by a new creation—Great Britain.

There is one other point on which I should
like to remark. In his second letter "An Un-
speakable Scot" claims that Scots have done
more than their share of colonising work,
"planting seed the fruits of which is all prob-
ably the English race." Does he mean that
the Scots have been used as *catapults* by the
English? His letter certainly conveys that
impression. What a very ignominious position
to claim!—Yours, etc.,

LOOKER-ON.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th June.

SIR,—I have read with much amusement
your Scotch correspondence during the past few
days. I talked the matter over with several
"Speaka-ble Scotchmen," who are all agreed
that "Unspeakable Scot's" first letter was
quite unnecessary, and a slur on his broader-
minded countrymen. Most Scotchmen are
proud of being members of the most glorious
British Empire, from which "Unspeakable Scot"
prefers to alienate himself. I notice that your
correspondent "An Unconquered Scot" men-
tions in his letter published to-day the word
"havers." I know there are some Scots who
will "have" you every time, in fact, I have
been had myself by one. Surely "An
Unconquered Scot" does not mean that
all Scotchmen are "havers"? In future, I
think it would be better for us loyal subjects
of the Empire if, when we were to use an
anonymous letter from an unspeakable, name-
less, unmentionable Scot, or whatever else
he likes to call himself, we were to ignore his
Skye-terrier bite and remember some of the

things for which we ought to be grateful to
Scotland:—Whisky by "Chiefs" Dewar, Buch-
anan, Johnny Walker, etc.; jam, pickles, fish
and meat by "Chiefs," Macdonald Bros., etc.,
Scotch scones, Scotch collies, porridge, Dundee
marmalade, and, last but not least, butter-
scootch, which was surely invented in the
"Land o' Cakes"—Yours, etc.,
EMPIRE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th June.

SIR,—For blatant self-sufficiency command
me to "An Unconquered Scot" and his "brithers
Scots"! Your correspondent asks "Why the
whole English camp is in arms?" Surely the
reason must be apparent to all but the "dour-est"
Scot. The original question as to whether
Scotland was ever conquered is too childishly
uninteresting to excite sufficient interest to call
forth the indignation of "the other side." No,
nothing but the irritating, swollen-headed bumpi-
ness of the "Unspeakables" could have pro-
voked such righteous condemnation—not of
Scotland and well-informed, intelligent Scots,
but of that class who in the arrogance of their
ignorance (Don Quixote-like) tilt at the wind-
mill of "Hard Facts" mounted on that ill-con-
ditioned, broken-winded, weak-kneed jay "Ele-
mentary Education!" Ingress on one point with
"Unspeakable Scot"—William I. certainly was
a Norman, but what of that? Who held
him up as an English hero?—Yours, etc.,
PAX VOBISCU.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th June.

SIR,—In the interests of suffering humanity
please insist that future correspondence from
Scots, "unconquered" or otherwise, must be
correctly spelt. We can stand bad grammar
and bad temper, but save us from bad spelling.
Here is a sample from "An Unconquered
Scot's" letter dated 25th June:—
"But, pair rallant, ya mybbs ken na better."
Some Scottish or other will be telling us
this is Scotch, and not badly spelt
English. By the way, how many swelled-
headed Scots in Hongkong or elsewhere
can speak or write a single sentence in pul-
kies Scotch, not the pidgin broken English sampled
above, but the genuine article? Not one, my
child, not one! Can any of your readers favour
with the complete poem entitled "Scotia"? The
last two lines are as follows:—
"Land of chiefs so fond of country
That they leave it fast by scores."
—Yours, etc.,
A LOVER OF "SCOTCH."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th June.

SIR,—Suggested that such an interesting and
constructive (?) controversy as is now being
carried on through the medium of your paper
between the "Unspeakable Scot" and "Engl-
ishman" and others be issued later on in
pamphlet form, as it would indeed be a pity to
deprive these residents of Hongkong tem-
porarily absent on business or leave of the
opportunity of being amused and instructed (?)
at the same time. It would certainly be of
great use to other Eastern cities if this pamphlet
was sent to their clubs and libraries, as it
might induce many others to carry on these
innocent and amusing discussions to the
edification of the reading public in general.
Hoping this will receive your due consideration.
—Yours, etc.,
INTERESTED D.

[This correspondence must now close.—ED.
D.P.]

MACAO LETTER DELIVERY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 27th June.

SIR,—Many complaints are current in the
Colony about the late delivery of Macao letters,
and for my part I can say that, of late, not less
than four letters were delivered at my office
after 3 p.m. One of these was a registered
letter containing a cheque to be cashed and
the money to be returned the same day. Of
course this delay has put my correspondent to
great disappointment and inconvenience, owing
to the cheque being not cashable after 3 p.m.
This is not the only instance, but there are
many more that I refrain from bringing
forward, being ordinary correspondence.

In my opinion, the new Postmaster-General
should investigate the matter. I would suggest
that, at least, two clerks should be detached to
attend to the Macao mail daily, and that the
correspondence be delivered as soon as the mail
has been dealt with, without interference with
any other inward or outward contract or private
mails. This system has been proved to be very
successful *in illo tempore*, when the Post Office
was in its highest standard of efficiency under
the able administration of the late Mr. Lister.
Thanking you for the insertion of above,
Yours, etc.,
PRO BONO PUBLICO.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.

28th June; 3rd Sunday after Trinity.

Holy Communion (7.30 a.m.)

Matins (11 a.m.)

Responses, Ferid; Venito; Hooper; Paulus;

Gilbert, Stewart, Woodward and Morington;

Te Deum, R. Smart in G; Benedictus, Wesley

in G (12th Ed.); Anthem, "O give thanks unto

the Lord," Elvey; Hymn, 281; Offertory

Hymn, 170.

Evangelist (5.45 p.m.). Eve of St. Peter's Day.

Responses, Te Deum; Paulus, Ferid; Moun-

teat, Dary in D (9th Ed.); Nunc Dimittis,

Wicks in D minor (10th Ed.); Hymns, 416,

266, and 532; Vesper Hymn, Word (No. 3).

LATEST STEAMER MOVEMENT.

The N.Y.K. steamer *Hakata Maru* (European
Line) left Singapore for this port on the 25th
inst., and is expected here on the 1st prox.

LATE TELEGRAMS.

[VIA CRYLON.]

THE TARIFF QUESTION—PRESS OPINION.

Mr. Chamberlain, writing to a correspondent, says it is impossible to secure preferential tariff with the Colonies without a duty on corn as well as other articles of food, and even if the price of food is raised, wages certainly will be raised in a greater proportion. This is the case, he says, both in the United States and Germany, whose prosperity is greater than that of the United Kingdom, which is the only civilized country enjoying the blessings of unrestricted free imports.

London, 10th June.

The *Standard* says that it is understood that Mr. Ritchie's statement embodied the result of a compromise adopted at a Cabinet Council yesterday, whereby the question raised by Mr. Chamberlain will be the subject of discussion and enquiry, while the Free Trade members of the Government will be allowed to hold their own views.

The *Daily News*, the *Daily Chronicle*, and the *Daily Mail* consider the situation to be impossible. Mr. Chamberlain, they say, is confronted with the alternative of submission to the majority of the Cabinet, or resigning, and in either case, they say, the Government cannot last.

The *Daily Telegraph* says the Government has not yet committed itself to the alteration of the fiscal policy, and an enquiry into tariffs is impossible if a General Election is rushed now.

The *Times* doubts the practicability of the Government's evident intention to leave the fiscal policy an open question. The *Times* has reason to believe that Mr. Balfour will exercise his influence to preserve harmony in the Cabinet in the hope of postponing the dissolution until domestic reforms are passed.

London, 11th June.

The *Standard* says that Mr. Balfour's speech is regarded as disposing of the suggestion that differences in the Government led to anything in the nature of a Cabinet crisis. It has reason to believe that Mr. Chamberlain, while favouring enquiry and discussion of his scheme, does not intend to enter upon the active crusade which his opponents anticipate. He will probably seek to obtain the view of the Colonial Governments, but the immediate future depends largely on the course adopted by Conservative Free Traders, who are a large and important section of the party. The *Standard* is in a leading article says Mr. Balfour's statement is undeniably weak; and it is hard to believe that the harmony necessary to enable the Cabinet to act can continue when its leaders head opposing forces. The article adds that Mr. Chamberlain's purpose is thoroughly wholesome and patriotic but its execution must be the work of years.

The *Morning Post* frankly confesses to the very great difficulties of the Government in attempting to administer the country without reference to the fiscal question upon which Ministers are divided.

THE UNION OF RACES IN SOUTH AFRICA.

London, 6th June.

The Governor, in opening the Cape Parliament, said the reports everywhere in the Colony were remarkable, indicating that all races are settling down to ordinary life. He earnestly trusted that the Parliament would ratify the Convention establishing a Customs Union in South Africa, which would be a long stride towards Federation.

ITALIAN STEAMER SERVICE TO CALCUTTA.

London, 5th June.

The Italian Minister of Posts and Telegraphs has signed an agreement with the Venetian Navigation Company for the establishment of a direct steamship service between Venice and Calcutta.

BLOOMFONTEIN CUSTOMS CONVENTION.

London, 6th June.

The Bloemfontein Customs Convention was presented to-day, for ratification, to the Legislatures of the South African Colonies. The principal rates only are slightly altered; but a two and half per cent. ad valorem duty is imposed on machinery and railway and tramway materials manufactured outside Great Britain.

THE ASIATIC QUESTION.

London, 8th June.

Replying to an anti-Asiatic deputation, Lord Milner insisted upon the exemption of the superior classes of Asiatics from restrictions. He did not desire that the Asiatics should take away the bread from white men, but recommended their temporary employment in mines and public works.

Sir William Wedderburn has read a paper before the East India Association dealing with the grievances of Indians in the Transvaal. He urged that representations be made to Mr. Chamberlain asking that, before any anti-Indian legislation is sanctioned, the Colonial Office should direct a full and impartial enquiry to be made regarding its necessity.

TURCO-GREEK TREATY OF COMMERCE.

London, 7th June.

The ratifications of the Turco-Greek treaty of commerce have been exchanged.

A "RAGING" INCIDENT.

London, 5th June.

The court-martial on the 21st Lancers has found that the Commanding Officer was guilty of an error of judgment. One major has resigned and another has been censured; two captains have been censured and their promotion stopped; and four other officers have been censured and their leave and promotion stopped. As a sequel to the alleged "ragging" in the 21st Lancers an officer has been arrested on a charge of assaulting his Colonel, after an altercation in the mess room.

[Lieut.-Colonel F. Fowler is in command of the 21st Lancers, who are now stationed at Tulk.]

OBITUARY.

London, 8th June.

The death is announced of General Sir Edmund Du Cane.

ENGLISH PRISONERS WITH THE MULLAH.

London, 8th June.

The Commander of the Abyssinian Column has learned that there are several English prisoners in the Mullah's camp, stated to be wounded officers from Colonel Plunkett's column.

THE INFECTED BLANKETS.

London, 8th June.

Mr. St. John Brerick, in the House of Commons, explained in detail how the infected blankets had been shipped from South Africa and offered for sale, and added that it had been "an error of judgment" on the part of the responsible officer, who had otherwise done excellent service.

BRITISH TRADE RETURNS FOR MAY.

London, 8th June.

British imports for May show a decrease of £1,438,599; and exports show an increase of £2,181,858.

THE EXPORTS FOR MAY INCLUDE RE-EXPORTS.

The exports for May include re-exports amounting to £287,000.

CONSERVATIVE PARTY'S CHIEF AGENT.

London, 9th June.

Caplain Wells, Chief of the London Fire Brigade, has been appointed Chief Agent of the Conservative Party, in succession to Mr. Richard William Evelyn Middleton.

THE INDIAN VICEROYALTY.

London, 10th June.

Lord George Hamilton, replying to a question regarding the extension of Lord Curzon's Viceroyalty, said that he had no statement to make.

COUNTY CRICKET.

London, 5th June.

Sussex has beaten Somerset by eight wickets.

London, 6th June.

Middlesex has beaten Yorkshire by nine wickets.

Kent has beaten Lancashire by 177 runs.

Surrey has beaten Leicestershire by 23 runs.

The match between Nottingham and Essex was drawn.

London, 9th June.

Surrey has beaten Worcestershire by an innings and 60 runs.

London, 10th June.

Sussex has beaten Yorkshire by an innings and 180 runs.

The matches between Gloucestershire and Lancashire, and Essex and Derbyshire were drawn.

RACING—THE MANCHESTER CUP.

London, 5th June.

The result of the Manchester Cup was—

Lord Howard de Walden's *Zinfandel* ... 1

Mr. W. E. Kidd's *Chilton Hall* ... 2

Mr. Joseph Lowry's *Bachelor's Button* ... 3

THE GRAND PRIX DE PARIS.

London, 7th June.

The following was the result of the Grand Prix de Paris, run at Longchamps yesterday:—

M. Edmond Blanc's *Quo Vadis* ... 1

M. Edmond Blanc's *Cats* ... 2

M. Edmond Blanc's *Vivantes* ... 3

[VIA SHANGHAI.]

PRINCE CHING'S ATTITUDE.

Peking, 19th June.

Prince Ching seems to be disposed to avoid seeing the Foreign Ministers. Yesterday he refused to see Mr. Uchida, on some pretence notwithstanding that an appointment had been made; and to-day he also refused to see Mr. Townley, the British Charge d'Affaires.

Peking, 20th June.

It is generally understood in the Diplomatic Body that Prince Ching, while unable to receive the British and Japanese Ministers, has accorded several interviews to the Russian Minister, and is gradually being converted to acquiescence in the designs of Russia.—N.C. D. N.

SOMALILAND.

London, 19th June.

The Mullah's force appears to be growing stronger, and it is feared that the prolonged strain will affect the hitherto friendly tribes. The people round Berbera are constantly fearing an attack, and this is the reason for the despatch of reinforcements from Aden.—N.C. D. N.

SERVIAN AFFAIRS.

London, 12th June.

The Sixth Serbian Regiment was deputed to execute the conspiracy. The conspirators first demanded the King's abdication. The King refused. A strong party told off to make the attack surrounded the Palace. The victims of the attack received many bullets. The ring-leader is a brother of Queen Draga's first husband.

Berlin, 19th June.

Official mourning of twenty-four days has been ordered in Russia on account of the death of King Alexander and Queen Draga.—O. Lloyd.

THE SULTAN.

20th June.

The rumours of an abdication of the Sultan prove to be a malicious invention.

A GERMAN EXPLOSION IN KASHGAR.

Tientsin, 20th June.

Lieutenant von Salzmann has wired from Kashgar to General von Rohrshied, that he arrived at that place on the 11th inst. Man and horse are in best health.—O. Lloyd.

[Lieutenant von Salzmann left Tientsin on the 4th January last in order to return overland to Europe. He was mounted on an Australian water and accompanied by only one Chinese man and two ponies. He was to go through Mongolia to Kokand, the end of the railway in Russian Turkistan.]

JOINT STOCK SHARES.

Memorandum & Smith say in their weekly

report, dated Hongkong, 26th June, 1903.

The shares reported in our later issues continued during the earlier part of the week under review, and with rates ruling steady but little business was transacted; towards the end of the week however under the influence of the approaching settlements, the market in most of the leading stocks weakened and a demand for covering purposes, assisted by some investing orders, resulted in a fair business.

BANKS.—Hongkong and Shanghai have ruled quiet with small sales at 3635 cash, closing steady at that rate. Nationals have been taken off the market at 827, and more shares could probably be obtained at the rate.

MARINE INSURANCES.—Unions have found buyers at 5505; Cantons at 1330, 1324, and reported sales at 1335. China Traders have been placed at 931, and Yangtzes and North China at quotations.

FROM INVESTIGATIONS.—Hongkong's continue steady at 3333 with a small business, and China have been placed at 335, both stocks closing steady at quotations.

SHIPPING.—Hongkong, Canton and Macao remain very steady with small sales at 333, closing with buyers at 333 and changed sellers at 334. Indo-China have changed hands in fair lots chiefly for the settlements at 3107, 3108 and later at 3106, market closing quiet at a little lower than equivalent rates. Douglases have been placed at 3104 for old and new respectively.

REFINERIES.—China Sugars have declined to 104 after small sales at 105, market closing quiet at the former rate. Lardus unchanged and without business.

MIXTURES.—Panjans continue quiet with a small business at quotation. Banks have changed hands in small lots at 39 and close steady at that rate. Charbonnages and Jelebus unchanged and without business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been negotiated to a small extent at 2214 and 2214 each closing quiet at the latter rate. A few shares have changed hands at 2218 for August and 2220 for September. Kowloon Wharves remain out of favour at 240 with but little or no business to report. Farmanas have fluctuated between 2173 and 2182 with small sales, closing quiet. New Amoy Docks unchanged.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have experienced a sudden drop to 1510 after sales at 1618, 1617, 1616 and 1613, a market closing with small buyers at 1600. Hongkong Hotels have further improved to 1514 after sales at 1513 and 1513. Orientals 1514 after sales at 1513 and 1513. West Points continue quiet but steady at 522 without sales. Humphreys have been placed at 1123 and more shares are wanted at that rate.

COTTON MILLS.—No change or business to report.

MISCELLANEOUS.—Green Islands have been placed at 244, closing with sellers at 235. China Borneo continue on offer at 5103. Watsons, Electric and China Petroleum have changed hands at quotations. Bopar at 3137 and 3140, Steam Water-boats at 3131 and 314, and Powsells at 322. Alambars have declined to 2550 without sales.

MINES.—China Light and Power Company, Limited, extraordinary general meeting on 27th inst. Electric Light Company, Limited, ordinary yearly meeting 11th July; transfer books close from 27th inst. to 11th July.

THE PARSE RACQUETS CHAMPION.

Reuter's telegram reporting the defeat of Gilbert Browne by Jamsetjee, the Bombay Gymkhana Racquets marker, needs a word of explanation. The match was not for the English championship but for the championship of the world, and we understand by the mail the position to be this. The contest was for the best of three matches, the first at the Queen's courts, selected by Jamsetjee, the second at Prince's, where Browne is marker, and the third, if required, on a neutral court. Reuter has already told us that Jamsetjee won the first match by four games to one. The second was originally fixed for June 1st or June 6th, but the date was evidently changed. Jamsetjee easily won by four games to one, and thus secured the world's championship without having to play the third match. The stake was £250 a side, Browne not being able to obtain a larger backing. Last year Peter Latham, who held the professional championship for fifteen years, defeated Browne by five games to one in a match for £200 a side, and it is a pity that Jamsetjee has been unable to carry out the idea with which he went home and meet this famous exponent of the game.

But before he reached England Latham had retired to devote himself entirely to tennis, in which he is the professional champion, and he would not return to the racquet court to take part in a match for less than £250 a side, and that sum could not be found. For years Latham has stood practically in a class by himself as a racquets player, and it is unfortunate that the Indian champion, whose skill has created a most favourable impression in England, has been unable to test himself against such a great player. We understand that there is a sum of something like £125 in the hands of the gentleman who arranged for Jamsetjee to go to England, and if the Parsee community made up the balance a thoroughly sporting match could no doubt be arranged. The Parsees can, however, be congratulated upon having produced a world's champion, and their thanks are due to Mr. F. W. Shaw, who initiated the scheme, and who, with Mr. Dorab Tata, made the arrangements for carrying it out.—Times of India, 30th May.

Since the above was written it has been announced that two members of the Parsee community generously offered to find the stake, and the news was cabled home to Mr. F. W. Shaw, who took a prominent part in sending Jamsetjee to England. A private wire received in Bombay on the 3rd inst. stated that Jamsetjee leaves England on 4th June, but that Mr. Shaw hopes to arrange a match against Latham next season.

INVISIBILITY IN SOLDIERS' UNIFORMS IN WAE.

Mr. H. W. Seton-Kerr writes to the Editor

of the Times:—

It appears an appropriate time to ask you to bring to public notice a question affecting the dress not only of the military, but also of the naval forces of the Crown; I mean the achievement of invisibility without concealment, which ought to enter so largely in future into the science of tactics and the handling of soldiers in the field, more particularly owing to long-range fire, the necessity of wide formation and mobility and independent action of the unit, and the feeling of security which a practically invisible uniform brings. As a general rule the colour of the country and of nature's background, on and against which things are seen, is either some shade of green, as in Europe, and in certain times and seasons elsewhere, or else of a light yellow or ochraceous grey, as in the plains of India, or in the deserts of Egypt and Somaliland, in which I have repeatedly journeyed during the last 20 years. But the colour of ordinary khaki is neither one thing nor the other. It is therefore contended that armies sent into the field should wear khaki or some material of one of the above colours, or of both. For instance, our Army now in Somaliland should have been clothed in the colour partly of the Somali desert and partly of the mimosa trees, with which the entire country is sparsely covered. My life was once saved in Somaliland, owing to my having on a green khaki shooting-coat. The last point which I desire to mention, more particularly as Army questions are now being thought of, is that the colour should not be "uniform on the uniform." For instance, the coat might be a darker shade than the trousers, for the same reasons that make nature place darker shades on the backs and sides not only of terrestrial, but also of marine, animals with a view to their protection, so that the depth of tint decreases in proportion as the average depth of shadow thrown increases. To make invisibility still more perfect the dye might be somewhat irregularly distributed, for the same reason that nature places patterns and variations of shades of colour on the skins of most animals. Perhaps it might be said that the smart appearance of a body of men would be affected adversely by an irregularly coloured uniform; but this is not necessarily so, and in such a dress shades and wear are less apparent. The combination of colours and the scheme of tints, and the shapes and sizes of darker patches on the dress is the subject of experiment until such a dress is found that the invisibility of the wearer is absolutely complete.

THE HEALTH OF THE ARMY.

A Blue-book has recently been issued containing

the statistical report of the health of our

troops at home and abroad for the year 1901.

It is stated that the average strength of

European troops serving at home and abroad,

exclusive of South Africa, in that year, as

computed from the returns received by the

Army Medical Department, was 136,796 warrant

officers, non-commissioned officers, and men.

The total number of admissions to hospital was

172,908, and the total deaths 1,762. The

missions represent a ratio of 878 per 1,000 of

strength as above; the deaths one of 770 per

1,000, on a strength of 228,816, which includes

detached men not shown in the returns received.

Amongst the troops serving in the United

Kingdom, the admission and constantly sick

rates were higher, and the mortality rate lower,

than in 1900. At Gibraltar the admission,

death, and constantly sick rates, were lower

than in 1900. In the Malta command, which

included Crete, the admission, mortality, and

constantly sick rates were slightly higher than

in the previous year. The admission and

death rates for anterior fever were higher

than in 1900, but were considerably below the

average for the decennial period. Malarial

fevers furnished a higher admission rate than

in the previous year, the large increase

in the number of cases being due to the

prevalence of ague in Crete, where, during the

after portion of the year, the disease was

epidemic. The senior medical officer at Crete

attributes the cause of the outbreak to the bite

of infected mosquitoes. In Canada the health

of the troops was good, there being a decrease

in the admission rate, but an increase in the

mortality and constantly sick rates, as

compared with 1900. In Bermuda the decline

in anterior fever referred to in the previous

year's report was again maintained in 1901.

At Barbados the health of the troops was

good, but the rates of sickness were higher

than in 1900, though below the average

rates. Yellow fever caused five admissions and

four deaths at St. Lucia, the disease having

been probably imported into the colony by

shipping from South America. At Jamaica it

is noted that the health of the troops, although

good, was not quite equal to that in the previous

year. In Western Africa, malarial fevers,

although not so prevalent as in previous years,

furnished as usual the majority of the admis-

sions. As regards South Africa, no an-

nual returns of sick have been submitted,

and statistics for comparative purposes

cannot for the present be prepared. In

Mauritius, the health of the troops was

good, although showing increase in the

admission, death, and constantly sick rates. In

Ceylon there was a decrease in the admission

rate for diseases, as a whole, as compared with

the previous year, although malarial fevers and

dysentery showed an increase, due to the large

number of admissions in a battalion which

arrived from India during the latter part

of the year. In the Straits Settlements the

health of the troops has been most satisfactory.

In China the rate of admission was higher,

but those of mortality and constantly sick were

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[38]

lower than in 1900. In India there was decrease in the admission, mortality and constantly sick rates, but an increase in the invaliding ratio. As regards anterior fever it is noted that since 1897 there has been a lower admission rate, while the death rate is less than in any year since 1894. The cessation of the usual reliefs and the retention of time expired men in the country are cited as agents in bringing about the reduction; but credit would also appear to be due to the greater care taken with regard to soldiers' food, drink, and sanitary surroundings, and to the absence of field service, &c., although it still remains to be seen what effect the arrival of large drafts of young soldiers will have on the prevalence of the disease. In Egypt the admission, death, and constantly sick rates were higher than in 1900. Open-air treatment for tubercular diseases was introduced at the Station Hospital, Cairo, during the year. Khartoum was again used, during a portion of the year, as a station for British troops. The same report has been issued in a different binding, viz. five appendices, of which the more important appear to be a List of Operations performed at the Royal Victoria Hospital, Netley, during 1901-02, and a Report on the Medical History of the China Campaign, 1900-01.

THE BROKEN LINK IN THE SIBERIAN RAILWAY.

Mr. Percival London writes in the *Daily*

Mail:—

In all the iron chain from Daluy to Moscow—that is 6,000 weary miles—there is but one missing link. Lake Baikal lies across the road, 400 miles in length from north to south and Channel-wide. It has been ordered from St. Petersburg that a deviation shall be made round the southern end, and the work goes forward slowly. No part of the whole extent of the line has presented one tithe of the difficulty of this section, and even the obedient Russian shrinks from adding to the huge cost of this unremunerative undertaking. The southern end of the lake rests against high mountain bluffs a thousand feet in height, and, what

is worse, almost as deep below the surface, sheer. Between these hills are steep valleys running back for miles, marsh-bottomed and a thousand yards in width. It will be bridge and tunnel, tunnel and bridge, for a hundred miles, and there is no way round. If the project is ever accomplished, one regrets to think that the one redeeming point of variety and beauty of the whole dreary trajectory will have been lost. A sledge journey across Lake Baikal is something that one looks back upon with a gratitude "unknown in churches." After miles upon miles of scenery, in which the dwindling figure upon the vast post is the only thing of interest or consolation, after days of snowstorm or the worse alternative of snow-blink from the blinding up-throw of the sun outside, after millions of birches and tens of millions of pines, all exactly the same and disposed alike upon the illimitable flatness of the white Siberian plain, one hails the sight of the inland sea with Xenophonic thankfulness.

OVER THE LAKE.

As the train stopped at last at the lake side terminus, Percomania, there was a great north wind hard blowing under the blueness of

VESSELS ADVERTISED AS LOADING.

VESSEL'S NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lookstone
BENLOMOND	Brit. str.	Mutton
MAGSILLA	Brit. str.	G. W. Cockman
GLOMGARBY	Brit. str.	Willy
PENENTREUS	Brit. str.	
DIONED	Brit. str.	
ANAM	Fran. str.	Glend
LAURE	Dan. str.	Howland
ALCINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PIRETS	Brit. str.	
STENTOR	Brit. str.	
DARDANUS	Brit. str.	
NESTOR	Brit. str.	
MOYNE	Brit. str.	
ELBEREN	Ger. str.	E. Prehn
SUEVIA	Ger. str.	Borch
NURSEBERG	Ger. str.	Jaharg
WUEZBURG	Ger. str.	v. Bünzer
BADENIA	Ger. str.	Ror an
SITHONIA	Ger. str.	Hildebrandt

REGIMENT NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lookstone
BENLOMOND	Brit. str.	Mutton
MAGNOLIA	Brit. str.	G. W. Cockman
GLENCAIRY	Brit. str.	Willy
PROTECTOR	Brit. str.	
DIOMED	Brit. str.	
ANAM	Frog. str.	Girard
P. MARIE	Dan. str.	Berontson
ALCINOUS	Brit. str.	
WYOMING	Joe. str.	F. Davis
FRIENDS	Unit. str.	
STANTON	Brit. str.	
DARDANUS	Brit. str.	
NEBUCH	Brit. str.	
MOYUNE	Brit. str.	
PREUBERN	Ger. str.	E. Frehn
SURVIA	Ger. str.	E. Frehn
WUNDER	Ger. str.	Jahru
WUXBURG	Ger. str.	v. Binzer
BADENIA	Ger. str.	Ror en
SITHONIA	Ger. str.	Hildebrandt
VIRIDORHA	Aus. str.	Cebol
H. LEROCH	Rus. str.	
ALASKA	Aus. str.	J. M. Williamson
GLENK	Brit. str.	Rafferty
CHAMUFF	Brit. str.	
AKADIA	Ger. str.	Baile
E. OF JAPAN	Brit. str.	
TAKTAK	Brit. str.	
TREMONT	Brit. str.	T. W. Garlick
TOSA MARU	Jan. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Jan. str.	Geo. Anderson
KORYVELLI	Brit. str.	H. P. Craven
EASTERN	Brit. str.	Ellis
CHINGTA	Brit. str.	
YAWATA MARU	Jan. str.	A. E. Moses

REG'LED NAME	FLAG	CAPTAIN
CANYON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	Muston
BAGELLA	Brit. str.	G. W. Cockran
BLENVARD	Brit. str.	Willy
PROMETHEUS	Brit. str.	
DIOMED	Brit. str.	
ANWAN	Froa. str.	Girard
P. MARIE	Dan. str.	Berentzen
ALCINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PELEUS	Suit. str.	
STENTOR	Brit. str.	
DARDANUS	Brit. str.	
NEBUCH	Brit. str.	
HOUSTON	Brit. str.	
PRUSSEN	Ger. str.	E. Prehn
SURVIA	Ger. str.	Borck
NURSBERG	Ger. str.	Jaharz
WUEZBURG	Ger. str.	v. Binzer
BADENIA	Ger. str.	Ror en
SITHONIA	Ger. str.	Hildebrandt
VIRIDOBONA	Aus. str.	Cebol
H. LEBECH	Rus. str.	
ARABA	Aus. str.	J. M. Williamson
GLENECK	Brit. str.	Rafferty
MACDUFF	Brit. str.	
ARABA	Brit. str.	Balle
DE JAPAN	Brit. str.	
TARTAR	Brit. str.	
TRENONT	Brit. str.	T. W. Garlick
TOSA MARU	Jap. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Jap. str.	Geo. Andersson
INDRAVELLI	Brit. str.	R. P. Craven
EASTERN	Brit. str.	Ellis
CHINGU	Brit. str.	
YAWATA MARU	Jap. str.	A. E. Moses
J. PAN	Brit. str.	
VERGO	Brit. str.	H. N. Spence
MAGAZON	Brit. str.	
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Doinat
TAIYUAN	Brit. str.	
AWA MARU	Jap. str.	N. Trenat
KAGOSHIMA M.	Jap. str.	K. Kori
KASUGA MARU	Jap. str.	W. Scott Hunter
NANSHAU MARU	Brit. str.	
SHAOHSING	Brit. str.	
TAIWAN	Brit. str.	
LOONGMOON	Fer. str.	F. Schlegel
LOONGMOON	Fer. str.	Duchateau
COROMANDEL	Brit. str.	F. J. Fox
DAIGI MARU	Jap. str.	T. Kitano

REGUL'G NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	.....
MAGENTA	Brit. str.	G. W. Lockstone
GLENGARRY	Brit. str.	Willy
PROMETHEUS	Brit. str.	.....
DIOMED	Brit. str.	.....
ANWAN	Frs. str.	Girard
P. MARIE	Dan. str.	Berentzen
ALCINOUS	Brit. str.	.....
BINGO MARU	Jap. str.	F. Davies
PRELIS	Suit. str.	.....
STENTOR	Brit. str.	.....
DARDANUS	Brit. str.	.....
MORRIS	Brit. str.	.....
MORRIS	Brit. str.	.....
PREUSSEN	Ger. str.	E. Prehu
SURVEY	Ger. str.	Borck
NURSBERG	Ger. str.	Jaharz
WUEZBURG	Ger. str.	v. Bünzer
BADENIA	Ger. str.	Ror en
SITHONIA	Ger. str.	Hildebrandt
VIRIDORONA	Aus. str.	Cebol
H. LECHKE	Rus. str.	.....
ABAKA	Aus. str.	J. M. Williamson
GLENECK	Brit. str.	Rafferty
KACOFF	Brit. str.	.....
ANADIA	Ger. str.	Bahly
E. OF JAPAN	Brit. str.	.....
TAIKAR	Brit. str.	.....
TRENONT	Brit. str.	T. W. Garlick
TOSA MARU	Jap. str.	A. Christiansen
MACHAON	B. it. str.	.....
KAGA MARU	Jap. str.	Geo. Anderson
INDRAVELLI	Brit. str.	R. P. Cravea
EASTERN	Brit. str.	Ellis
CHINGIU	Brit. str.	.....
YAMAGATA MARU	Brit. str.	A. E. Moore
JAPAN	Brit. str.	.....
VERONA	Brit. str.	H. N. Spiesen
MAZAGON	Brit. str.	.....
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Dainat
TAIYUAN	Brit. str.	.....
AWA MARU	Jap. str.	N. Trennat
KAGOSHIMA M.	Jap. str.	K. Kori
KASUGA MARU	Jap. str.	W. Scott Hanton
NANCHANG	Brit. str.	.....
ERLANGUNG	Brit. str.	.....
TAIWAN	Brit. str.	.....
LOONGMOON	Ger. str.	F. Schulz
POLYNESEAN	Fren. str.	Duchateau
COROMANDEL	Brit. str.	F. J. Fox
DAIGI MARU	Jap. str.	T. Kitano
ANPING MARU	Jap. str.	I. Goto
MAIDURU M.	Jap. str.	T. Saito
HALOONG	Brit. str.	Evas
HAITAN	Brit. str.	Roach
ZAFIRO	Brit. str.	R. Kodger
SINGLIANG	Brit. str.	.....
KOSATA MARU	Brit. str.	N. Tate
CHINGTU	Brit. str.	.....
RUBI	Brit. str.	R. W. Almon
ARAGONIA	Ger. str.	Forst
A. APCAR	Brit. str.	E. Fey
IDZUMI MARU	Jap. str.	M. Yagi
HIROSHIMA M.	Jap. str.	J. Nagao

VESSEL'S NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	Morton
MABELLA	Brit. str.	G. W. Cockman
GLENGARIE	Brit. str.	Willy
PROMETHEUS	Brit. str.	
DIOMED	Brit. str.	
ANWAM	Fren. str.	Girard
P. MARIE	Dan. str.	Berentzen
ALCINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PRELIS	Brit. str.	
STENTOR	Brit. str.	
DARDANUS	Brit. str.	
NORICH	Brit. str.	
MOYRIS	Ger. str.	
PREUSSIN	Ger. str.	E. Prehn
SUEVIA	Ger. str.	Borch
NURSEBERG	Ger. str.	Jaharg
WUEZBURG	Ger. str.	v. Binszer
BADENIA	Ger. str.	Ror en
SITHONIA	Ger. str.	Hildebrandt
VIEDRONA	Aus. str.	Cebol
H. LEVONIE	Rus. str.	
ARARA	Aus. str.	J. M. Williamson
MACDUFF	Brit. str.	Rafferty
AKABIA	Ger. str.	Bahle
E. OF JAPAN	Brit. str.	
TAKTAR	Brit. str.	
TREMONT	Brit. str.	T. W. Garlick
TOSA MARU	Jap. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Jap. str.	Geo. Anderson
INDRAVELLI	Brit. str.	R. P. Cravea
EASTERN	Brit. str.	Ellis
CHINGOU	Brit. str.	
YAWATA MARU	Jap. str.	A. E. Moses
JAPAN	Brit. str.	
VERONA	Brit. str.	H. N. Spieson
MAZAGON	Brit. str.	
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Dainat
TAIYUAN	Brit. str.	
AWA MARU	Jap. str.	N. Trenat
KAGOSHIMA M.	Jap. str.	K. Kni
KASUGA MARU	Jap. str.	W. Scott Hunter
YAMAGATA	Brit. str.	
SHAOSHING	Brit. str.	
TAIWAN	Brit. str.	
LOONGMOON	Ger. str.	F. Scholz
POLYNESIAN	Fren. str.	Duchateau
COBOMANDEL	Brit. str.	F. J. Fox
DAIGI MARU	Jap. str.	T. Kitano
ANPINO MARU	Jap. str.	I. Goto
MAIDURU M.	Jap. str.	T. Saito
HAIDONG	Brit. str.	Evans
HATAN	Brit. str.	Roach
SUNGKIANG	Brit. str.	R. Kodger
ROSETTA MARU	Jap. str.	N. Talo
CHINOTU	Brit. str.	
RUBI	Brit. str.	R. W. Almon
ARAGONIA	Ger. str.	Forst
A. AFCEA	Brit. str.	E. Fey
IDZUMI MARU	Jap. str.	M. Yagi
HIROSHIMA M.	Jap. str.	J. Nagao

PENINSULAR

STEAM NAVIGATION

FOR

LONDON AND ANTWERP, VIA
SINGAPORE, PENANG,
COLOMBO, P. RT SAID AND
MALTA

CANTON

Lockstone

YOKOHAMA, VIA SHANG-
HAI, NAGASAKI and KOBE
(Passing through the Inland Sea)

JAPAN

Mazagon

SHIP'S NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	W. H. Manton
MAGIELLA	Brit. str.	G. W. Cockman
GLENGARRY	Brit. str.	Willy
PROMETHEUS	Brit. str.	
DIOMED	Brit. str.	
ANANIM	Frea. str.	Girard
P. MARIE	Dan. str.	Borenstein
ALPINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PRELUS	Brit. str.	
STENTOR	Brit. str.	
DARDANUS	Brit. str.	
MOYUNE	Brit. str.	
PERUBSEN	Ger. str.	E. Prehu
SUEVIA	Ger. str.	Borch
NURSEBERG	Ger. str.	Jahrb
VUEZBURG	Ger. str.	v. Buzier
BADENIA	Ger. str.	Ror en
SITHONIA	Ger. str.	Hildebrandt
VIRIDOBONA	Aus. str.	Cebol
H. LEVONHE	Rus. str.	
GLORIA	Aus. str.	J. M. Williams
GLEZEN	Brit. str.	Rafferty
MACDUFF	Brit. str.	
AKABIA	Ger. str.	Bahle
E. OF JAPAN	Brit. str.	
TAIKATE	Brit. str.	
TREMONT	Brit. str.	T. W. Garlick
TOSA MARU	Jap. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Jap. str.	Geo. Anderson
INDRAVELLI	Brit. str.	L. P. Oravea
EASTERN	Brit. str.	Ellis
CHINGU	Brit. str.	
YAWATA MARU	Jap. str.	A. E. Moses
JAPAN	Brit. str.	
VERONA	Brit. str.	H. N. Spiesen
MAZAGON	Brit. str.	
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Deinat
TAIWAN	Brit. str.	
AUA MARU	Jap. str.	N. Trenat
KAGORI M.	Jap. str.	K. Kori
KASUGA MARU	Jap. str.	W. Scott Hunter
NANCHANG	Brit. str.	
SHAOSHING	Brit. str.	
TAIWAN	Brit. str.	
LOONGMOON	Ger. str.	F. Schulz
POLYNESE	Frea. str.	Duchateau
COROMANDEL	Brit. str.	F. J. Fox
DAIGI MARU	Jap. str.	T. Kitano
ANPING MARU	Jap. str.	I. Goto
MAIDURU M.	Jap. str.	T. Saito
HAIDONG	Brit. str.	Evans
HAIFAN	Brit. str.	Roach
ZAPIRO	Brit. str.	R. Rodger
SUNGKIANG	Brit. str.	
ROBETTA MARU	Jap. str.	N. Talo
CHINGTU	Brit. str.	
RUBI	Brit. str.	R. W. Almon
ARAGONIA	Ger. str.	Forst
A. APCAR	Brit. str.	E. Fey
IDZUMI MARU	Jap. str.	M. Yagi
HIROSHIMA M.	Jap. str.	J. Nagao

PENINSULAR

STEAM NAVIGATION

<p style="text-align: center; margin: 0;">FOR</p> <p style="margin: 0;">LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, P. RT SAID AND MALTA</p>	<p style="font-size: 2em; line-height: 0.8em;">}</p> <p style="margin: 0;">CANTON Lockstone</p>
<p style="margin: 0;">YOKOHAMA, VIA SHANG- HAI, NAGASAKI AND KOBE (Passing through the Inland Sea)</p>	<p style="font-size: 2em; line-height: 0.8em;">}</p> <p style="margin: 0;">JAPAN</p>
<p style="margin: 0;">KOBE</p>	<p style="font-size: 2em; line-height: 0.8em;">}</p> <p style="margin: 0;">MAZAGON</p>
<p style="margin: 0;">SHANGHAI</p>	<p style="font-size: 2em; line-height: 0.8em;">}</p> <p style="margin: 0;">COROMANDEL P. J. E.</p>
<p style="margin: 0;">LONDON, &c.</p>	<p style="font-size: 2em; line-height: 0.8em;">}</p> <p style="margin: 0;">MASSIE G. W.</p>

For further Particulars, apply to

Hongkong, 27th June, 1903.

OSAKA SHIP

VESSEL'S NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	Nelson
MAGIELA	Brit. str.	G. W. Cockran
GLENGLARY	Brit. str.	Willy
PROMETHEUS	Brit. str.	
DIOMED	Brit. str.	
ANWAN	Frea. str.	Girard
P. MARIE	Dan. str.	Borentsen
ALCINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PREUS	Brit. str.	
STENTOR	Brit. str.	
DARDANUS	Brit. str.	
NESTOR	Brit. str.	
MYRTLE	Brit. str.	
PREUSSEN	Ger. str.	E. Prehu
SUEVIA	Ger. str.	Borch
NURSBERG	Ger. str.	Jahruh
WUEZBURG	Ger. str.	v. Buzar
BADENIA	Ger. str.	Ror au
SITHONIA	Ger. str.	Hildebrandt
VIRIDOBONA	Aus. str.	Cebol
H. L'ROCHE	Rus. str.	
EASTERN	Aus. str.	J. N. Williamson
GLENKE	Brit. str.	Rafferty
MACDUFF	Brit. str.	
AKABIA	Ger. str.	Bahle
E. OF JAPAN	Brit. str.	
TAKTAR	Brit. str.	
TREMONT	Brit. str.	T. W. Garlick
TOSA MARU	Jan. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Brit. str.	Geo. Anderson
INDRAVELLI	Brit. str.	L. P. Craven
EASTERN	Brit. str.	Ellis
CHINGU	Brit. str.	
YAWATA MARU	Jap. str.	A. E. Moses
JAPAN	Brit. str.	
VERONA	Brit. str.	H. N. Spiesen
MAZAGON	Brit. str.	
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Deinat
TAIYUAN	Jan. str.	N. Tseant
AWA MARU	Brit. str.	K. Kori
KAGOSIMA M.	Jap. str.	W. Scott Hunter
KASUGA MARU	Jap. str.	
NANCHANG	Brit. str.	
SHAOSHING	Brit. str.	
TAIWAN	Brit. str.	
LOONGMOON	Ger. str.	F. Schulz
POLYNESE	Frea. str.	Duchateau
COROMANDEL	Jap. str.	F. J. Fox
DAIGI MARU	Jan. str.	T. Kitano
ANPING MARU	Jap. str.	I. Goto
MAIKURU M.	Jap. str.	T. Saito
HAIDONG	Brit. str.	Eraue
HAIFAN	Brit. str.	Roach
ZAFIRO	Brit. str.	R. Rodger
SUNGKIANG	Brit. str.	
ROBETTA MARU	Jan. str.	N. Tate
CHINOTU	Brit. str.	
RUBI	Brit. str.	R. W. Almon
ARAGONIA	Ger. str.	Forst
A. APCAR	Brit. str.	E. Fey
IDZUMI MARU	Jap. str.	M. Yagi
HIROSHIMA M.	Jap. str.	J. Nagao

PENINSULAR

STEAM NAVIGATION

<p style="text-align: center; margin: 0;">FOR</p> <p style="margin: 0;">LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, P. & T. SAID AND MALTA</p> <p style="margin: 0;">YOKOHAMA, VIA SHANG- HAI, NAGASAKI and KOBE (Passing through the Inland Sea)</p> <p style="margin: 0;">Kobe</p> <p style="margin: 0;">SHANGHAI</p> <p style="margin: 0;">LONDON, &c.</p>	<p style="margin: 0;">CANTON Locks</p> <p style="margin: 0;">JAPAN</p> <p style="margin: 0;">MAZAGON</p> <p style="margin: 0;">COROMANDEL</p> <p style="margin: 0;">P. J. E.</p> <p style="margin: 0;">MASSIE</p> <p style="margin: 0;">G. W.</p>
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For farther Particulars, apply to

Hongkong, 27th June, 1903.

OSAKA SHIP

PROPOSED SAILINGS FROM HONGKONG

<p style="text-align: center; margin: 0;">FOR</p> <p style="margin: 0;">TAMSUI, VIA SWATOW AND AMOY</p> <p style="margin: 0;">TAMSUI, VIA SWATOW AND AMOY</p> <p style="margin: 0;">FOOCHOW, VIA SWATOW AND AMOY</p> <p style="margin: 0;">ANPING, VIA SWATOW AND AMOY</p>	<p style="margin: 0;">“</p> <p style="margin: 0;">“</p> <p style="margin: 0;">“</p> <p style="margin: 0;">“</p>
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The Co.'s new Steamers are specially
fitted, and are fitted with all modern
for first-class passengers, and a duly qualified
All Steamers carry the Imperial Jap
Government Marine Surveyors, and are reg

VESSEL'S NAME	FLAG	CAPTAIN
CANYON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	Mutton
MAGIELLA	Brit. str.	G. W. Cockman
GLENGLARY	Brit. str.	Willy
PROMETHEUS	Brit. str.	
DIOMED	Brit. str.	
ANWAN	Frea. str.	Girard
P. MARIE	Dan. str.	Berentsen
ALCINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PRELUIS	Brit. str.	
STENTOR	Brit. str.	
DORIVARUS	Brit. str.	
NESBUI	Brit. str.	
MOYUNE	Brit. str.	
PREUBSEN	Ger. str.	E. Prehu
SUEVIA	Ger. str.	Borch
NORNBURG	Ger. str.	Jahurk
WUEZBURG	Ger. str.	v. Biazur
VANDENB.	Ger. str.	Ror an
SITHONIA	Ger. str.	Hildebrandt
VINDOBONA	Aus. str.	Cebal
E. LYCHON	Brit. str.	
ARMA	Am. str.	J. M. Williamson
GLENKEK	Brit. str.	Rafferty
MACDUFF	Brit. str.	
AKABIA	Ger. str.	Bahle
E. OF JAPAN	Brit. str.	
TAIKATE	Brit. str.	
TREMONT	Brit. str.	T. W. Garlick
TOSA MARU	Jap. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Jap. str.	
AKA MARU	Jap. str.	N. Treant
DAIRIVELLI	Brit. str.	H. P. Craven
EASTERN	Brit. str.	Ellis
CHINGUO	Brit. str.	
YAWATA MARU	Jap. str.	A. E. Moses
JAPAN	Brit. str.	
VERONA	Brit. str.	H. N. Spiesen
MAGAZON	Brit. str.	
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Dainat
TAIYUAN	Brit. str.	
YAMAGUCHI	Brit. str.	N. Treant
KAGOSHIMA M.	Jap. str.	K. Karl
KASUGA MARU	Jap. str.	W. Scott Hunter
NANCHANG	Brit. str.	
SHAOSHING	Brit. str.	
TAIWAN	Brit. str.	
LOONGMOON	Brit. str.	
POLYNESIAN	Frea. str.	F. Schulz
COROMANDEL	Brit. str.	Duchateau
DAIGI MARU	Jap. str.	F. J. Fox
ASINGO MARU	Jap. str.	T. Kitano
MAIWURU	Brit. str.	I. Goto
HAIDONG	Brit. str.	T. Saito
HAITAN	Brit. str.	Eraus
ZAFIRO	Brit. str.	Roach
SUNGKIANG	Brit. str.	R. Rodger
ROBETTA MARU	Jap. str.	N. Tate
CHINOTU	Brit. str.	
RUBI	Brit. str.	R. W. Almon
ABAGONIA	Ger. str.	Forst
A. APCAR	Brit. str.	E. Fey
DESHI MARU	Jap. str.	M. Yagi
HIROSHIMA M.	Jap. str.	J. Nagao

PENINSULAR

STEAM NAVIGATION

FOR		
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, P. ET SAID AND MALTA	CANTON Lockstone	
YOKOHAMA, VIA SHANG- HAI, NAGASAKI and KOBE (Passing through the Inland Sea)		JAPAN
KOBE		{ MAZAGON
SHANGHAI		{ COROMANDEL P. J. E.
LONDON, &c.		{ MASSILLON G. W.

For further Particulars, apply to

Hongkong, 27th June, 1903.

OSAKA SHIP

PROPOSED SAILINGS FROM HONGKONG

FOR		
TAMSUI, VIA SWATOW AND AMOY	" "	
TAMSUI, VIA SWATOW AND AMOY		
FOOCHOW, VIA SWATOW AND AMOY		" "
ANPING, VIA SWATOW AND AMOY		" "

The Co.'s new Steamers are specially
Fitted, and are fitted with all modern
for first-class passengers, and a duly qualified
All Steamers carry the Imperial Jap
Government Marine Surveyors, and are reg
Steamers will go alongside the Co.
tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, thro
River Ports, as well as for North China Por
steamers from Shanghai.

For Freight, Passage, and further info
No. 2, Des Voeux Road Central,
Hongkong, 25th June, 1903.

NORTHERN PACIFIC

BOSTON STEAMSHIP

BOSTON TO

VESSEL'S NAME	FLAG	CAPTAIN
CANTON	Brit. str.	Lockstone
BENLOMOND	Brit. str.	Nelson
MAGILLA	Brit. str.	G. W. Cockran
GLENGARRY	Brit. str.	Willy
PROMETHEUS	Brit. str.	
DIOMED	Brit. str.	
ANWAN	Fris. str.	Girard
P. MARIE	Dan. str.	Berentsen
ALCINOUS	Brit. str.	
BINGO MARU	Jap. str.	F. Davies
PRELUS	Brit. str.	
STANTON	Brit. str.	
DARDANUS	Brit. str.	
NESTLE	Brit. str.	
MOYNE	Brit. str.	
FRUSSEN	Ger. str.	E. Prehn
SURVIA	Ger. str.	Borck
NORSBERG	Ger. str.	Jahurz
WUEZBURG	Ger. str.	v. Binzer
BADENIA	Ger. str.	Ror en
SITHONIA	Ger. str.	Hildebrandt
VIRIDOBONA	Aus. str.	Cobol
H. LEROCHE	Rus. str.	
ARARA	Aus. str.	J. M. Williamson
GLENECK	Brit. str.	Rafferty
MACDUFF	Brit. str.	
ARABIA	Brit. str.	Baile
E. OF JAPAN	Brit. str.	
TAKTAE	Brit. str.	
TRENONT	Brit. str.	T. W. Garlick
TOSA MARU	Jap. str.	A. Christiansen
MACHAON	B. it. str.	
KAGA MARU	Jap. str.	Geo. Andersson
INDRAVELLI	Brit. str.	R. P. Craven
EASTERN	Holl. str.	Ellis
CHINGU	Brit. str.	
YAWATA MARU	Jap. str.	A. E. Moses
JAPAN	Brit. str.	
YERONA	Brit. str.	H. N. Spieson
MAZAGON	Brit. str.	
HAKATA MARU	Jap. str.	F. L. Sommer
SAVOIA	Ger. str.	Doinat
TAIYUAN	Brit. str.	
AWA MARU	Jap. str.	N. Trenat
KAGOSHIMA MARU	Jap. str.	K. Kori
KASUGA MARU	Jap. str.	W. Scott Hunter
NANOCHANG	Brit. str.	
SHAOHSING	Brit. str.	
TAIWAN	Brit. str.	
LOONGMOON	Ger. str.	F. Schmitz
YERONA	Fris. str.	Duchateau
COMAMANDL	Brit. str.	F. J. Fox
DAIGI MARU	Jap. str.	T. Kitano
ANPING MARU	Jap. str.	I. Goto
MAIDJURE M.	Jap. str.	T. Saito
HAIDONG	Brit. str.	Eraus
HAITAN	Brit. str.	Roach
ZAFIRO	Brit. str.	R. Rodger
SUNGKIANG	Brit. str.	
ROSETTA MARU	Jap. str.	N. Tate
CHINOTTU	Brit. str.	
RUBI	Brit. str.	R. W. Almon
ARAGONIA	Ger. str.	Forest
A. ARCAR	Brit. str.	E. Fay
IDZUMI MARU	Jap. str.	M. Yagi
HIROSHIMA M.	Jap. str.	J. Nagao

PENINSULAR STEAM NAVIGATION CO.

FOR

<p>LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MALTA</p> <p>YOKOHAMA, VIA SHANG- HAI, NAGASAKI AND KOBE (Passing through the Inland Sea)</p> <p>KOBE</p> <p>SHANGHAI</p> <p>LONDON, &c.</p>	<p>CANTON Lockstone</p> <p>JAPAN Mazagon</p> <p>COBOMANDEL P. J. E.</p> <p>MASSIMO G. W.</p>
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For further Particulars, apply to

Hongkong, 27th June, 1903.

OSAKA STEAM NAVIGATION CO.

PROPOSED SAILINGS FROM HONGKONG

FOR

<p>TAMSUI, VIA SWATOW AND AMOY</p> <p>TAMSUI, VIA SWATOW AND AMOY</p> <p>FOOCHOW, VIA SWATOW AND AMOY</p> <p>ANPING, VIA SWATOW AND AMOY</p>	<p>"</p> <p>"</p> <p>"</p> <p>"</p>
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The Co.'s new Steamers are especially
Firmness, and are fitted with all modern in-
for first-class passengers, and a duly qualified
All Steamers carry the Imperial Jap.
Government Marine Surveyors, and are regis-
Steamers will go alongside the Co.'s
tament to land all passengers and cargo.
By the Co.'s steamers for Shanghai, then
River Ports, as well as for North China Ports
steamers from Shanghai.

For Freight, Passage, and further infor-
No. 2, Des Voeur Road Central.
Hongkong, 25th June, 1903.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP CO.

BOSTON TO

PROPOSED SAILINGS

SHANGHAI, INLAND SEAS

YOKOHAMA

VICTORIA, B.C.

IN CONNECTION WITH

NORTHERN PACIFIC

Steamer.

CAPTAIN	FLAG	CAPTAIN
Lockstone	Brit. str.	CANTON
G. W. Cookman	Brit. str.	BENLOMOND
Willy	Brit. str.	MAGILLIA
	Brit. str.	GLENCARY
	Brit. str.	PROMETHEUS
	Brit. str.	DIONED
Girard	Fris. str.	ANAM
Berentzen	Dan. str.	P. MARIE
	Brit. str.	ALCINOUS
F. Davies	Jap. str.	BINGO MARU
	Brit. str.	PELEUS
	Brit. str.	STENTOR
	Brit. str.	DARDANUS
	Brit. str.	NEBUCH
	Brit. str.	MOTIVE
E. Prehu	Ger. str.	PREUSSEN
Borck	Ger. str.	SUEVIA
Jaharz	Ger. str.	NURSEBERG
v. Binzer	Ger. str.	WUEZBURG
Ror en	Ger. str.	BADENIA
Hildebrandt	Ger. str.	SITHONIA
Cobol	Aus. str.	VIRIDOBONA
	Rus. str.	H. LEROCHE
J. M. Williamson	Aus. str.	ARABA
Rafferty	Brit. str.	GLENECK
	Brit. str.	MACDUFF
Bahle	Brit. str.	MOYNE
	Brit. str.	E. OF JAPAN
	Brit. str.	TAIKAE
T. W. Garlick	Brit. str.	TRENONT
A. Christiansen	Jan. str.	TOSA MARU
	B. it. str.	MACHAON
Geo. Andersons	Jap. str.	KAGA MARU
R. P. Craven	Brit. str.	INDRAVELLI
Ellis	Brit. str.	EASTERN
	Brit. str.	CHINGIU
A. E. Moses	Jap. str.	YAWATA MARU
	Brit. str.	JAPAN
H. N. Spieser	Brit. str.	VERONA
	Brit. str.	MAZAGON
F. L. Sommer	Jap. str.	HAKATA MARU
Deinat	Ger. str.	SAVOIA
	Brit. str.	TAIYUAN
N. Trenat	Jan. str.	AWA MARU
K. Kori	Jap. str.	KAGOSHIMA M.
W. Scott Hunter	Jap. str.	KASUGA MARU
	Brit. str.	NANCHOAN
	Brit. str.	SHANGHAI
	Brit. str.	TAIWAN
	Brit. str.	LONGMOON
	Fris. str.	POLYNESIAN
	Brit. str.	COROMANDEL
	Jap. str.	DAIGI MARU
	Jap. str.	ANPING MARU
	Jap. str.	MAIDETURE M.
	Brit. str.	HAILOONG
	Brit. str.	HAITAN
	Brit. str.	ZAFIRO
	Brit. str.	SUNGKIANG
	Jan. str.	ROSETTA MARU
	Brit. str.	CHINGTU
	Brit. str.	CUBU
	Ger. str.	ARABONIA
	Brit. str.	A. APCAR
	Jap. str.	IDZUMI MARU
	Jap. str.	HIROSHIMA M.

PENINSULAR STEAM NAVIGATION

FOR

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, P. ET SAID and MALTA

CANTON Lockstone

YOKOHAMA, VIA SHANGHAI, NAGASAKI and KOBE (Passing through the Inland Sea)

JAPAN

KOBE

MAZAGON

SHANGHAI

COROMANDEL P. J. E.

LONDON, &c.

MASSIMO G. W.

For further Particulars, apply to

Hongkong, 27th June, 1903.

OSAKA SHIP CO.

PROPOSED SAILINGS FROM HONGKONG

FOR

TAMSUI, VIA SWATOW AND AMOY

TAMSUI, VIA SWATOW AND AMOY

FOOCHOW, VIA SWATOW AND AMOY

ANPING, VIA SWATOW AND AMOY

The Co.'s new Steamers are specially formed, and are fitted with all modern appliances for first-class passengers, and a duly qualified Government Marine Surveyors, and are registered. Steamers will go alongside the Co.'s wharf to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through River Ports, as well as for North China Ports, steamers from Shanghai.

For Freight, Passage, and further information, No. 2, Des Voeux Road Central.

Hongkong, 25th June, 1903.

NORTHERN PACIFIC BOSTON STEAMSHIP CO.

BOSTON TO

PROPOSED SAILINGS

SHANGHAI, INLAND SEAS, YOKOHAMA, VICTORIA, B.C., IN CONNECTION WITH THE NORTHERN PACIFIC STEAMSHIP CO.

Steamer.

* TREMONT

TACOMA

VICTORIA

T. W. ALLEN

A. D. BROWN

J. P. FARR

Steamers marked * have no passengers.

THE attention of Passengers is directed to the PACIFIC COAST and to the INTERIOR STATES and to EUROPE.

Special rates allowed to members of Government, Through Bills of Lading issued to Pacific United States and Canada.

For further information as to Freight and Passage, apply to

DODD & CO.

Gerlight	9,606	June 30th
Mon	2,812	July 7th
ton	3,502	August 1st

Passenger accommodation.

and to the very cheap rates offered by this Line to the
 MAJOR and EASTERN CITIES of the UNITED
 States.

Government Services.

to the Pacific Coast Ports and to the Principal Cities in the
 East.

For Passage, apply to
WILL & COMPANY, LIMITED,

ON THURSDAY, the 9th day of July, 1903, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prohn, with MAILS, PASSENGERS SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on Thursday, the 9th July. Cargo and Specie will be received on Board until NOON on WEDNESDAY, the 8th July, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 8th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardses. Linnens can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Particulars, apply to
H. M. LLOYD & CO. AGENTS

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMSHIP	DATE
GLASGOW and LIVERPOOL...	"TYDEUS"	On 28th June.
GLASGOW and LIVERPOOL...	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL...	"DIOMED"	On 18th July.
GLASGOW and LIVERPOOL...	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL...	"NESTOR"	On 28th July.
GLASGOW and LIVERPOOL...	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL...	"NINGGOW"	On 8th August.

FOR	STEAMSHIP	TO SAIL
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARIANUS"	On 18th August.
LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMSHIP	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"MACHAON"	On 14th July.
The s.s. "TYDEUS" left Singapore on the 23rd inst., at noon, and is due here on the 28th inst.	"NINGGOW"	On 10th August.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	TO SAIL
SHANGHAI	"SHAOHSING"	On 27th June.
SHANGHAI	"TAIWAN"	On 29th June.
MANILA	"SUNGKIANG"	On 1st July.
CHIEFOO and TIENTSIN	"NANSHANG"	On 4th July.
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWN-VILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

Hongkong, 26th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRAVILLI"	4,899	R. P. Craven	July 14, 1903
"INDRAVILLI"	4,899	A. E. Hollingsworth	August 14, 1903
"INDRASAMBA"	5,197	W. E. Craven	September 13, 1903

Through bills of lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMEBON, GENERAL AGENT.

Hongkong, 16th June, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALCUTTA AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships, 6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S.	TONS.	WEDNESDAY, 15th July.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 22nd July.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 5th Aug.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 12th Aug.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 26th Aug.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 23rd Sept.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 7th Oct.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 21st Oct.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 4th Nov.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 18th Nov.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th Dec.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TANTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder Street.

61

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain Matten, will be despatched as above on or about the 2nd July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, FREESBURG, GULF, CONVENTUAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MASSILIA."

Captain G. W. Cockman, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 4th JULY, at NOON,

taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd June, 1903.

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCHE."

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 1st June, 1903.

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

(Calling at GENSAI.)

THE Steamship

"SAVOIA."

Captain Deinat, will be despatched for the above ports on MONDAY, the 6th July, at NOON.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 24th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."

Captain Rafferty, will be despatched as above on THURSDAY, the 8th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 6th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLENAGARRY."

Captain Willy, will be despatched as above on TUESDAY, the 14th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 25th June, 1903.

REGULAR

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"MACDUFF" ... 15th July.

"SAINT BEDE" ... 25th July.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 18th June, 1903.

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STRAIGHT THROUGH WITH ELECTRIC LIGHTS, FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE, DULY QUALIFIED PERSONS CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant).

\$5; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Storage, \$4.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 29th April, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from

CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1903.

FOR MACAO.

THE Steamship

"PAK KONG"

will be despatched for the above port EVERY DAY, at 7 A.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to

KWONG WAN STEAMSHIP CO., LD., 15 and 16, Canton Street, Hongkong.

Hongkong, 24th June, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class ... \$1.50

2nd ... 0.70

3rd ... 0.30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West.

Hongkong, 16th May, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHENG."

951 Tons, Captain A. Murphy, will leave for Canton at 3 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMSHIP CO., LD., No. 123, Connaught Road Central.

Hongkong, 16th June, 1903.

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUCHS BREWING ASSOCIATION, ST. LOUIS.

LEADS IN QUALITY AND PURITY.

THE BREWERY LAGER BEER IN THE WORLD.

BEER

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902.

KEATING'S POWDER

IS HARMLESS TO ANIMAL LIFE.

KILLS

BUGS, FLEAS, MOTHS, BEETLES, MOSQUITOES, BATS, FLEAS, MOTHS, BEETLES, MOSQUITOES.

KILLS

THE genuine powder bears the autograph of "THOMAS KEATING." Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, furnishing a most agreeable method of administering the only certain remedy for INTESINAL or THREAD WORMS. It is perfectly safe and mild, and is especially adapted for Children. Sold in Bottles by all Druggists.

THOMAS KEATING, LONDON.

Hongkong, 25th July, 1902.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals of Lyons, Rouen, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto

known.

THERAPION No. 1 is a

remedy for the removal of discharges from the urinary organs, effectually dissolving the same, and of which does irreparable harm by laying the foundation of chronic and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found extremely efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a

remedy for the removal of discharges from the blood, scurvy, purpura, spots, blotches, pain and swelling of the joints, secondary syphilis, gonorrhea, and all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the system, and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is a

remedy for the removal of discharges from the system, and of all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the system, and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 4 is a

remedy for the removal of discharges from the system, and of all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the system, and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 5 is a

remedy for the removal of discharges from the system, and of all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the system, and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 6 is a

remedy for the removal of discharges from the system, and of all diseases for which it has been so much a fashion to employ mercury, arsenic, &c., to the destruction of the system, and

NOTICES OF FIRMS

DURING MR. K. OLDORF'S Temporary Absence from Hongkong, Mr. C. BEHN has been appointed MANAGER, Mr. P. H. KIRCHHOFF has been authorised to Sign Per Procuration.

HAMBURG-AMERICA LINE
Hankow Office.
Hankow, 23rd June, 1903. (1829)

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.

Hongkong, 21st March, 1903. 224

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at No. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

Hongkong, 1st May, 1903. (1821)

A. S. WATSON & CO., LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:

Bottles ... \$1.30 per Dozen

Syphons ... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

A. S. WATSON & CO., LIMITED.

The Hongkong Dispensary.

Hongkong, 19th June, 1903. (1763)

VICTORIA DISPENSARY.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:

Bottles ... \$1.30 per Dozen

Syphons ... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

VICTORIA DISPENSARY.

Hongkong, 19th June, 1903. (1764)

WATKINS, LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:

Bottles ... \$1.30 per Dozen

Syphons ... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

WATKINS, LIMITED.

Hongkong, 19th June, 1903. (1765)

CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE GOODS.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & CO.).

Hongkong, 16th May, 1903. (14)

FOR SALE.

A DISCARDED STEEL WIRE CABLE.

For Particulars, apply to JOHN D. HUMPHREYS & SON, General Managers.

Hongkong High Level Tramways Co. Ltd.

Hongkong, 17th June, 1903. (1736)

CHARLES DAY & CO., LONDON.

ARE THE SOLE EXPORT BOTTLING AGENTS OF

JOHN JAMESON & SON'S WHISKY.

And on each Label must be found the following Signature.

In order that Consumers may feel assured of genuineness, we would request attention to this our Special Export Label, and to our Trade Mark and Name on Casks, Capsules and Cases, also to age mark.

John Jameson & Son

(1829-2)

CARBOLEUM-AVENARIUS

USED FOR OVER 25 YEARS.

IN CASES OF ABOUT 450 LBS. NET

TRADE MARK

CARBOLEUM-AVENARIUS

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.

LUTGENS, EINSTMAN & CO.

Sole Agents for China.

Hongkong, 1st July, 1902

THE STRAITS CURRENCY COMMITTEE.

SIR THOMAS JACKSON'S EVIDENCE.

On the second day of meeting of the Straits Currency Committee, 25th November, 1902, there were present: Sir David Barbour, K.C.S.I., K.C.M.G. (Chairman), presiding, Mr. W. Adamson, C.M.G., Mr. G. W. Johnson, Mr. W. Blain, and Mr. A. E. Collins (Secretary). Sir Thomas Jackson, Bart., of the Hongkong and Shanghai Bank, was called in and examined. After a few questions as to his experience, the examination proceeded as follows:

(Chairman).—Have you given any attention to the question of substituting a gold standard for a silver standard in the East?—That is a question that has received attention at intervals for a great number of years.

I wished to know if it had received your personal attention?—Yes, it has.

And have you formed any opinion as to the expediency and possibility of introducing a gold standard?—I think the introduction of a gold standard would be attended with very great difficulties.

In what places?—In the Straits.

In the Straits?—Yes.

Do you think it would be possible to have a gold standard in China?—I think it would be quite impossible?—Yes.

Looking at conditions as far as we can forecast them you think it impossible?—As far as we can forecast them it is an absolute impossibility.

Do you think it would be expedient to have a gold standard in Hongkong if there was a silver standard in China?—I am afraid it could not be managed.

You think not?—No, the whole of the Hongkong trade—Hongkong is a very small island and its main importance is as a depot for the whole of the South of China and the currency which the South of China would have would be the currency that we would have to have in Hongkong.

Then as regards the Straits Settlements, what is your opinion?—The Straits Settlements are in a somewhat different plane. They are fortunate enough always to have a surplus of exports over imports, and it would be possible to establish a gold currency in the Straits, but at the same time there are many difficulties connected with doing that. For instance, the outstanding there are enormous. The Straits I should say on an average import \$20,000,000 annually, and these all go into the surrounding States. Some of them go to the Malay Provinces; they go to Achon. Some go to Saigon—all over the place, and Mexican dollars are the currency of all those places.

Well, I suppose even though the Straits Settlements went to a gold standard those dollars would still be imported for transmission to the places you have mentioned?—Yes, I think they would. I think they would still go on importing dollars as they do at present.

And exporting them to these various places?—You mean the Straits.

Yes, the Straits?—Yes, I think they would. The steamers all go to the Straits pretty well, and then branch off in different directions to these different places.

Then they would go as an article of merchandise rather than as coin?—They go as coin to these places; we cannot call silver in the East merchandise.

No, but it would become merchandise in the Straits Settlements if the Straits Settlements had a gold standard?—Yes, and demoralised it. If they had a gold standard, they would demoralise the Mexican dollar?—Yes.

It would not be possible to have a gold standard with the Mexican dollar freely circulating?—They would lose their character as money in Singapore and Penang.

But not elsewhere?—But not elsewhere; it would continue the currency of the people.

You think that with a gold standard the Mexican dollar would be used very largely as currency inside the Straits Settlements?—It would be altogether used; I do not think the people of the country would handle the gold at all.

Supposing they had revenue to pay the Government they could not pay it in Mexican dollars?—Then they would go and exchange it. They would go and exchange it?—

Your opinion I gather is that alongside the gold standard and the gold coins, and the subsidiary coins (coins subsidiary to the gold coins) there would be a considerable circulation of Mexican dollars also?—Yes, I am sure there would be.

Are there any other objections that appear to you?—There would be a difficulty about the outstanding there at the present time, and then a good deal would depend upon what ratio you would fix.

What do you call the outstanding?—Well, for instance, the Straits Government's circulation is 12½ lakhs at present by the latest accounts.

I do mean of notes?—Of notes, yes; well, they would have to redeem them, I should say at whatever rate they would fix upon.

Certainly, they would have to do so?—Then what about the outstanding of the banks similarly?

What do you include in the outstanding; debts due to the banks?—We have very few notes in circulation, but the Chartered Bank has more, because we have been calling in our note circulation in the Straits for some years, and all our notes as they come in are cancelled.

When the Straits started their issue we agreed that we would not issue further in Singapore and we would cease our issue in Penang as soon as the Government had their Treasury and machinery in order for going on with their issue.

Well, that could be got over by the Government providing the banks with the new coins

taking the present Mexican dollar in exchange and giving them the new coins?—It would be all right if the new coins were the same weight and fineness as the Mexican dollar.

If a dollar of the new coins was by law declared to be sufficient discharge of the obligation for a dollar note it would be all right as far as the bank is concerned?—It would, if they were always exchangeable for gold, but not otherwise, because then the native would simply say: "This represents the 100 cent worth of silver; it is only worth 99 or 98, or whatever it might be. I shall not take this again." But if he can go to the Treasury there and get gold, it would be a suitable medium of exchange.

Do the people understand gold in the Straits?—All the Eastern people understand gold thoroughly, but they use it for turning into gold leaf and things of that kind. The Straits are large buyers of gold.

My meaning is this: there are men in India and in every town of importance in India who thoroughly understand all about gold and the ratio between gold and silver?—Yes.

But the bulk of the population would have no idea of the relation between gold and silver. Is it different in the Straits Settlements, do you think?—No, I should say it is not. I should say the bulk of the people do not know much about gold, but there are a great many merchants in the Straits who know about gold, who know as much as the gold-dollars of India.

As much as anybody in the City of London?—Much more. There is no broker's office in London where they are so familiar with gold as they are in the bazaars in the East.

Have you lived at all in India?—No, I have passed through Bombay three times; my mother may stay there for a fortnight at a time; but, of course, we had an enormous business with India from Hongkong.

Is there any other objection which occurs to you?—Well, I think we must admit that the trade in the Straits Settlements is at present a very prosperous one. The Straits have made very great progress, and there is a good old proverb of leaving well enough alone that might occur to some of us.

So that on the whole you are not in favour of the change?—I am not in favour of the change if it can be avoided.

You recognise that the fall in silver, the fall in the value of silver as compared to gold, has been a very serious matter?—I do, and I feel it, that is much more.

You are not singular in that. Have you formed any opinion as regards the future price of silver?—It is very very hard to say anything about that because we have been so disappointed in times past. We have done a lot to try and find out what was the bottom of silver and each time we found the bottom there was a lower bottom still.

You have been disappointed like many other people?—We have been disappointed like many other people, but this we do know that silver is not mined now for itself. No person goes out deliberately to mine silver; they merely get it as a by-product.

In many places they are mining it?—This is the most famous mine. They are not starting new mines; they are not looking for silver. About twenty-five or thirty years ago they were exploring all over Mexico, Colorado and Nevada, looking for silver mines; now no person looks for a silver mine. It is only the best that are being worked for silver.

The silver that is coming on the market now is simply a by-product from the mining of lead and other things.

And that makes it particularly difficult to say what the price is likely to be in the future?—That is a very difficult point, sir; very difficult.

I believe the production in the last years has not fallen off?—No, it has not fallen off.

It has rather increased?—Slightly increased. Did it fall off after India demoralised silver?—No, I do not think there has been in one year a falling off, but the big increase that might have taken place, I think, was stopped by India demoralising silver, and the subsequent drop in its price.

Are you prepared to suggest any means by which a gold standard could be introduced into the Straits Settlements if it were decided to introduce it?—The only way they could do it would be to accumulate the stock of gold, and simply exchange it for dollars and notes.

But you could not exchange it for Mexican dollars; you would get all the Mexican dollars in the world?—You would, yes, that is the difficulty. Then the difficulty crops up: what will you do with the Mexican dollars?

You would lose a great deal on them if you gave gold freely for them?—Who would be inclined to bear that loss?

You could not safely say that if anybody comes with a Mexican dollar you will give him say 2s. for it?—No, I say that that is the difficulty I see.

You would be swamped by the influx of Mexican dollars?—The volume of Mexican dollars that is to be had; the quantity of them that is about would make it impossible to put a gold backing to them, as it is said.

A gold backing to them; quite so. And I suppose once you begin to give 2s. for the Mexican dollar, the Mexican Government would be prepared to buy silver, and coin more dollars?—That is if silver was low.

If silver was cheap. Would it be possible to substitute in the Straits Settlements a special dollar for the Mexican dollar, of the same weight and fineness, gradually substituting it for the Mexican dollar, and then say you would give gold in exchange for that special dollar?—Yes, but that would be a very slow process.

That would be a slow process?—And then there is another thing; it is a very bad time to switch on a new currency when the old one is at its lowest ebb, as you may say.

But if you wait it may go lower still?—On the other hand, it is a long time that has no turning.

It is, but so far there has been no turning?—In my experience I have never yet known a great, big slump of this kind, that there has not been a reaction. True from decade to decade, the parity has been lower as compared with gold. That is my experience. When there is a great fall every one is very much frightened, and then there is a certain amount of recovery, and then the fall went on again.

That is my experience too. Some people think we have touched bottom.

But you cannot say we have arrived at the bottom yet?—Well, I would rather back a rise than a fall.

Is there anything else you would like to say on the subject?—No, Sir, I do not know that there is, but if you have any questions that occur to you I will be very glad to answer them.

I think I have asked all the questions that occur to me. Perhaps Mr. Adamson will have something to ask?—There is one thing I think ought not to be lost sight of. Whatever importance others may attach to it, I look upon a low level of exchange as being very much in favour of silver-using countries as against the gold. For instance, now before the mints were closed, the average rate on India—in fact, 225 rupees were equal to 100 dollars whereas at the present rate, 105 or 110 rupees or something of that kind is equal to 100 dollars, consequently when they are shipping rice and other things as compared with Burma rice from Saigon or Bangkok, or rice from Wuhu in China, a silver-using country has a very great pull over a gold-using country, and through statistics show that that has not told to anything like as great an extent as from a theoretical point of view, you would look upon as a certainty, at the same time I think it must tell in the future, and I think that the tendency will be for a very large export from the silver-using countries with this low rate of exchange, and if there is a large export, there will be a large import, so that the volume of trade should improve.

You are aware that that is a disputed question?—I said so, but I do not now how it can be a disputed question. Here is an article that is exported largely from China now, hides and tallow and things of that kind that were impossible to be exported long ago when we had a 4s. exchange. There are an hundred and one articles exported from China now that were impossible 25 or 30 years ago.

Do you think the advantage is permanent?—I think it would tend to increase as time goes on.

You think it would tend to increase as time goes on; you think that prices and wages do not get adjusted to the new rate of exchange in time?—No, not quite; to a certain extent they have, but not quite.

You said that a fall in exchange increased the exports and that that led to an increase in the imports?—Yes.

Now, there is a very curious craze in connection with the matter which I do not think has been answered. Suppose there was a silver country and a gold country; a fall in exchange would increase the exports and increase the imports would it not, in the silver country?—That would be the tendency, yes.

And a rise in exchange would have the opposite effect?—Would have the opposite effect—check exports.

But, then, take the gold country. The fall in exchange in the case of the silver country is a rise in the case of the gold, and the imports and the exports of the one are the imports and the exports of the other?—No, I would say if you fixed a gold standard you would have no fluctuations in the exchange.

I am taking a silver country dealing with a gold country—the fall in exchange if you look at it from a silver point of view increases the international trade, the imports and exports, but that fall in exchange becomes a rise in exchange in the gold country; and that rise in exchange should diminish the imports and exports, the international trade. There is that difficulty, which is rather a puzzle.

What I am speaking of at the present time is the exports to America and to Europe from the East. They will be largely stimulated by a low level of exchange, beyond doubt they have been, and they will be.

It is pretty evident that at the time the fall in exchange takes place there is a stimulus to exports; that I think must be admitted?—But the question is whether in the long run that would continue?—I do not see why it should not.

Still you are aware that it is a disputed question?—Yes, I am quite aware of that.

I do not know whether you read the report of the Indian Currency Committee of 1892-1899, of which Sir Henry Fowler was chairman?—Yes, I did.

The majority of the committee reported that the fall in exchange did not give a permanent stimulus to trade?—Yes, I am aware that was the finding of the committee, but certainly my experience in China was the contrary to that.

Now there is another argument about the stimulus given by the fall in exchange. If a fall in exchange is so very good for a silver country a further fall ought to be still better and still further until you got to nothing?—That is reducing it to an absurdity.

But where is the limit; where does the fall cease to be advantageous?—I can speak very feelingly on the silver question, perhaps more so than any person sitting at this table, but at the same time I think if the fall in silver goes on the tendency would be for such a demand for it from the East—from the silver-using countries—as would right the question itself.

As would raise the price of silver?—As would raise the price, and that to my mind is the only solution that is ahead of silver.

Have you anything else you would wish to say?—I think it would be a very difficult thing for the Straits to maintain a gold currency by themselves.

Why?—Well, they are surrounded by silver-using countries all round, and it would have to be a thorough measure or not at all. Gold would have to be as free in the Treasury in Singapore and Penang as it is in the Bank of England in exchange for a note, and the day they would refuse to cash a note for gold, from that day their scheme would break down.

From that day their currency would sink?—Yes, from that day their currency would sink. There is an erroneous opinion among some of the people about Java. Java is a case in point. There is no gold in Java; comparatively speaking in Java there is no gold. They have silver, but their silver is on a par with gold always.

They use the silver coin of Holland?—Yes, well, at all events this last year the balance of trade went rather against Java and the banks there and some of the merchants were shipping the coins largely—silver coins to Holland, and they were received as if they had been gold coins. Now that is maintaining their gold currency.

That I quite understand?—Similarly in Japan.

In Japan they have a large gold reserve, have they not?—They have a gold reserve and they always cash notes in gold if you ask them. They maintain it there, but I think it would be difficult and a very expensive thing for the Government in the Straits to establish a gold standard. I would very much like to see exchange in the Straits anything you please. It would suit my personal book and all who have investments in the Straits. It would suit the Bank I have represented so long; at the same time I have given you my views as they occur to me.

Looking to your experience in the East, we have asked your opinion, which of course is valuable to us?—I have just this further to say: I was in Shanghai in 1897. When I went to Shanghai the only items of export one heard of were tea and silk. Now tea and silk form a very small proportion of the exports. The low exchange there has enabled them to export all sorts of other items.

What do they export now?—Rice, tallow, wax—all sorts of things; in fact, in a ship of 6,000 tons burthen you will find tea and silk do not occupy 5 per cent. of the cargo.

I suppose the reduced export of tea is due to the competition of India and Ceylon?—Yes, but still notwithstanding that the exports from China for the ten years ended 1890 were double what they were the previous ten years.

Measured in silver, or in gold?—Measured in silver.

Part of that would be due to the fall in silver?—Yes, largely I should think, making the additional export possible bearing out to my mind, what I have just been saying to you.

Are you not arguing post hoc ergo, propter hoc. There may have been other things that affect the trade besides the fall in silver.

(Mr. Adamson.) I think, with Sir Thomas that the explanation of this as regards China and Singapore, the great increase in produce has been the low exchange.

(Chairman.) I have put questions to you which may appear to be in opposition to your views, but they are not done with the object of opposing. I do not say that I hold a different opinion; I merely wish to get the arguments pro and con on the evidence?—I came here to give you my opinion as well as I could, and I have done so.

(Mr. Adamson.) You have great experience of banking matters in the East, and you know the conditions of trade in Singapore and the Archipelago, although you have not lived there. Do you think that if we had a gold currency with a token dollar, which would of course mean the restriction of the supply of dollars, that it would not be necessary outside of that to have the Mexican flowing in and out for the conduct of the trade?—I have just mentioned that to Sir David Barbour.

I wanted to bring that out quite clearly, because it really is an important point.

(Chairman.) Sir Thomas said that. (Mr. Adamson.) I want to bring that out again. I do not think that any action the Straits Government could take would influence the surrounding markets or the millions that use silver. It is the money of the people, without doubt, and no magician's wand can change it.

(Mr. Johnson.) You used the expression "gold currency" a little while ago, two or three times; would you expect, supposing we had a gold standard established in the Straits, that there would be much gold in circulation or require to be in circulation?—Oh, I think so, at the start, undoubtedly.

In actual circulation I mean?—No, just to give it to people who wanted it there. Certainly the gold-shops would get the notes and go to Treasury, day by day, to get them changed.

(Chairman.) When they wanted gold?—When they wanted gold, day by day.

(Mr. Johnson.) But what I wanted to know was would it be necessary to make gold legal tender, because for a time in India, I think I am right, Sir David,

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 1st July.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th July, or they will not be recognized. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1903. [10-12]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamer

"KISH"

Captain E. Robertson, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods must be left on board and due notice given to the undersigned, when they will be landed into Kowloon Godowns and a date appointed for examination.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 23rd June, 1903. [18-17]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOIJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LIMITED, Agents.

Hongkong, 25th June, 1903. [17]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. To-morrow, the 26th inst. Goods not cleared by the end prox. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 25th June, 1903. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamer

"WURZBURG"

Captain v. Blüser, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day, the 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd June, 1903. [17-2]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7th 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.

SANDER, WIELER & CO., Agents.

Hongkong, 1st June, 1903. [15]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDIKT"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, where and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 25th June, 1903. [18-3]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamer

"HAMBURG"

OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day, the 25th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 2nd July, at 9.30 A.M.

All Claims must reach us before the 7th July, or they will not be recognized. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned. NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 25th June, 1903. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Company's Steamer

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 2nd July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd July will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 25th June, 1903. [3]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

ALCIDE, British ship, Dart. Standard Oil Co.

DIARVAD, Swedish barque, A. P. Larsson.

Jardine, Matheson & Co.

KENTRA, British 4-m. barque, T. E. Burch.

Standard Oil Co.

Standard Oil Co.

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INSURANCES

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company, are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.

Hongkong, 14th January, 1903. [2-16]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1902. [2-3]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ... \$25,719

Total Losses Paid ... \$6,763.24

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.

Hongkong, 18th May, 1903. [14-19]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [2-3]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

ROTH & JACOB & CO.

Hongkong, 2nd April, 1900. [3]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL ... £3,000,000 0 0

II. SUBSCRIBED CAPITAL ... 2,750,000 0 0

PAID-UP CAPITAL ... 687,500 0 0

III. FUND ... 2,867,271 14 10

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 19th June, 1903. [17-9]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese RISKS at Current Rates.

SIEMSEN & CO.

Hongkong, 20th May 1895. [3-7]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [11-3]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.

HOTZ, JACOB & CO.

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